



AGENDA

SHORELINE CITY COUNCIL REGULAR MEETING

Monday, April 1, 2019
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) Proclaiming Music4Life	<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 February 4, 2019	<u>7a-1</u>	
(b) Adopting Ordinance No. 857 – Permanent Regulations for Plat Alterations	<u>7b-1</u>	
(c) Authorizing the City Manager to Execute a Contract with the King County Directors Association in the Amount of \$638,540.21 for the Purchase and Installation of Playground Equipment for Shoreview and Twin Ponds Parks	<u>7c-1</u>	
8. ACTION ITEMS		
(a) Public Hearing and Discussing Res. No. 434 – The Transportation Improvement Plan <i>Public hearings are held to receive public comment on important matters before the Council. Persons wishing to speak should sign in on the form provided. After being recognized by the Mayor, speakers should approach the lectern and provide their name and city of residence. Individuals may speak for three minutes.</i>	<u>8a-1</u>	7:20
(b) Approval of Amendment #1 to the City's 2017-2027 Comprehensive Garbage, Recyclables and Compostables Collection Contract with Recology CleanScapes Inc.	<u>8b-1</u>	8:00

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| (c) | Adopting Ordinance No. 858 – Amending SMC 3.01.500 Solid Waste Rate Schedule to Reflect Amendment #1 to the City’s 2017-2027 Comprehensive Garbage, Recyclables, and Compostables Collection Contract with Recology CleanScapes Inc. | <u>8c-1</u> | 8:30 |
| (d) | Adopting Ordinance No. 839 – Amending the Development Code to Expand the Deep Green Incentive Program | <u>8d-1</u> | 8:40 |

9.	ADJOURNMENT	9:00
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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 Shoreline Schools Music4Life Month		
DEPARTMENT:	CMO/CCK		
PRESENTED BY:	Jessica Simulcik Smith, City Clerk		
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

PROBLEM/ISSUE STATEMENT:

To children, learning to play a musical instrument is a meaningful activity – it is fun and helps build relationships that can last a lifetime. To youth, music opens up the world and provides opportunities for teamwork and meaningful forms of self-expression. Educators know that music benefits students academically, and our community understands that music education helps a person lead a richer, fuller, more meaningful life. The community also understands that an arts-rich community is a more desirable place to live.

This proclamation recognizes the month of May as Shoreline Schools Music4Life Month, a time in which light is shed on the Music4Life program, which puts musical instruments in good playing condition into the hands of children and youth. Music4Life (www.music4life.org) procures the instruction, supplies, and support to strengthen elementary instrumental music programs. Anyone who loves music and believes in music education for all children can join the effort.

David Endicott, Co-Founder and President of Music4Life, will be present to accept the proclamation.

RECOMMENDATION

The Mayor should read the proclamation.

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



PROCLAMATION

WHEREAS, the benefits of participation in instrumental music at any age can last a lifetime, and research now shows that students who participate in instrumental music programs tend to do better in math, science, history, reading, writing, international languages, and other academic disciplines; and

WHEREAS, the cost of owning or renting an instrument is a barrier preventing students from low income families from participating in instrumental music; and

WHEREAS, many adults have lovingly-used musical instruments stored in their garages or attics that they no longer use; and

WHEREAS, *Music4Life* is a non-profit organization that has been repairing and providing ready-to-play instruments to participating public school districts for use by students of low income families since 2007; and

WHEREAS, *Music4Life* guarantees that all instruments will be used exclusively for the benefit of students in the school district in which they are donated; and has provided approximately 2,500 musical instruments to children in the greater Seattle area, including those in Shoreline Public Schools, in addition to nearly 9,000 recorders to very young students;

NOW, THEREFORE, I, Will Hall, Mayor of the City of Shoreline, on behalf of the Shoreline City Council, do hereby proclaim May 2019 as

***Music4Life* Month**

in the City of Shoreline and encourage all our citizens to donate any lovingly used musical instruments they may have to *Music4Life* and provide what financial support they can to this fine home-grown organization.

Will Hall, Mayor

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF REGULAR MEETING

Monday, February 4, 2019
7:00 p.m.

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

PRESENT: Mayor Hall, Deputy Mayor McConnell, Councilmembers McGlashan, Scully, Chang, Robertson, 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 McGlashan reported that, along with Deputy Mayor McConnell, he attended the SeaShore Transportation Forum meeting and heard updates from WSDOT and Sound Transit on the 145th and I-5 Interchange and the State Route 522/523 Bus Rapid Transit plans. He said Sound Transit is collaborating with all cities involved to get the best outcomes.

5. PUBLIC COMMENT

John Hibbs, Shoreline resident, asked that Council plan to include permanent space for a Senior Center in the proposed Community and Aquatics Center. He said it is important for seniors to be in community-connected spaces.

Ginny Scantlebury, Shoreline resident and Shoreline Senior Center Board member, listed benefits of including the Senior Center in the proposed Community and Aquatics Center and urged Council to make the facility a multi-generational community center.

Janet Way, Shoreline resident, asked Council to provide additional community discussion opportunities around the Fircrest Master Plan. She said that the ultimate goal should be to protect the residents.

Edina Damiri, Lynnwood resident and Shoreline property owner, asked Council to consider lifting the covenant on development restrictions as proposed by Ordinance No. 849.

Laethan Wene, Shoreline resident, suggested sand trucks be put into immediate action sanding roads during the snowfall.

Ray Berntsen, Seattle resident and Shoreline property owner, said he is in support of Ordinance No. 849.

Eric Hatcher, Shoreline resident, said he is in support of Ordinance No. 849 and asked that Council adopt the proposed interim regulations.

6. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

7. CONSENT CALENDAR

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

- (a) Approving Minutes of Regular Meeting of December 3, 2018**
Approving Minutes of Workshop Dinner Meeting of January 14, 2019

8. ACTION ITEM

- (a) Public Hearing on Ordinance No. 849 – Adopting Interim Regulations for Plat Alterations

Mayor Hall explained the agenda for the public hearing and stated that Ordinance No. 849 has been adopted on an interim basis, so no additional Council action would be required tonight.

Julie Ainsworth-Taylor, Assistant City Attorney, summarized the details of the adopted interim plat alteration regulations and defined the need for the revised regulations. She explained the adjustments made to provisions and outlined the directions for processing both Type B and C permit applications. She listed the next steps for permanent adoption of the Ordinance and recognized earlier comments from the public.

After clarification was requested, Ms. Ainsworth-Taylor explained the difference between Plat Alterations and private covenants. She confirmed that private covenants must be modified as directed by the specific covenant regulations.

Upon initiation of the Public Hearing, Mayor Hall recognized the comments already offered by Edina Damiri, Ray Bernstein, and Eric Hatcher.

Janet Way, Shoreline resident, said that while she understands the regulations being discussed are different than those that apply to covenants, it is important to note that for any covenant change there has to be 100 percent agreement from residents within the covenant.

Upon conclusion of public testimony, Mayor Hall declared the Public Hearing closed.

Councilmember Scully encouraged the Council to keep the interim regulations in place and suggested staff compile a public education informational sheet to explain the interim Ordinance. It was agreed that a one-page document clarifying the difference between plat alterations and covenants, and the City's role in changes for either, would be helpful for both Council and the public. Councilmember Roberts asked for more background on the decision to move plat alterations from an administrative to a quasi-judicial decision. He also asked for an update on how the City is complying with the new State law in handling the racially discriminative plat alterations that are still in existence. Ms. Ainsworth-Taylor said that the interim regulations include a two-track process for plat alterations, one for an administrative decision and one for quasi-judicial and explained the criteria for both tracks. In response to Council's question, she said the racially restrictive covenants that are found on the face of some plats are terminated by operation of law and do not require removal except in some cases of government financing qualifications.

Councilmember McGlashan asked that, due to inclement weather potentially impacting attendance, residents have an opportunity to submit public comment after tonight. Ms. Tarry replied that while the public hearing is closed, input from the community is always welcome.

9. STUDY ITEMS

(a) Discussing Fircrest Master Plan and Underutilized Property Land Use Options

Nate Daum, Economic Program Manager, and Rachael Markle, Planning and Community Development Director, presented the staff report. Mr. Daum said the purpose of the presentation is to review current policies, update Council on conversations with legislative leaders, and gather information on Council's preferences for land use and zoning options for the Fircrest property; as well as discuss any conditions Council would like to have put in place.

Mr. Daum reviewed the pertinent Vision 2029, Land Use, and Economic Development Goals included in the Comprehensive Plan, and stated that master planning for the Fircrest property has long been a key priority for the City. He displayed a history of the City Council's annual goals that relate to the property and explained that in 2018 consideration for the Fircrest Surplus Property moved into the Economic Development Strategic Plan. He displayed a map of the Fircrest Campus and explained the layout and the future usage distinctions as specified by the Department of Social and Health Services (DSHS). Ms. Markle displayed maps of the Comprehensive Plan Land Use Designation and Zoning of the subject site and surrounding area

and explained the related zoning designations. She talked about the purpose of the Campus Zone and reviewed the development standards.

Mr. Daum reviewed the history of the DSHS process and described the Governor's proposed budget and the Master Development Plan process. He said the most recent re-start was in 2018, when the Governor submitted a budget funding request for behavioral health facilities, which if approved may mean the Fircrest Campus will be considered as a site. He continued that Representative Chopp reached out to the City to discuss the Fircrest Campus because of the implications of 2018 Legislation allowing for disposal of public property for public benefit, specifically for affordable housing.

Ms. Markle detailed the options available to change the uses and regulations on the Fircrest Campus to facilitate the redesignation of the property. She said the three options are the Master Development Plan Permit Process, a Comprehensive Plan Amendment with a Rezone option; or a Comprehensive Plan and Development Code text amendment. She explained the City's role and level of involvement in each option.

Mr. Daum said Staff would like to confirm Council support for continued negotiations related to development opportunities for the Fircrest Campus and to get direction on a final recommendation on the process to determine land use and zoning of the underutilized property.

He shared a list of questions and Council gave feedback.

- Question 1: Does the City Council want to make any changes to current policies that apply to development alternatives and priorities for the underutilized property at the Fircrest Campus?

Concern was expressed over the consideration of the addition of a behavioral health facility on the site, not only because of the proximity to schools but also because of the upcoming addition of a similar facility in Shoreline. It was asked if delaying involvement until the Master Development Plan permitting process was complete would adversely impact the City's ability to provide input on the potential of the site being used for a behavioral health facility. Ms. Markle explained that a Master Development Plan Permit would be required for any changes. The changes would need to meet the established criteria and be approved by the Hearing Examiner.

Councilmember Scully said he feels it is better to wait and see what the State's decision is. If the State chooses to follow the Master Plan process, Council will not be immediately involved in discussions. He said he does not want to consider trading density outside of the normal process.

- Question 2: Is Council comfortable with the current development regulations that apply to Campus Zones, and specifically to development of the Fircrest Campus?

It was generally agreed that Council is comfortable with the current development regulations. Councilmember McGlashan asked if Master Plan permitting would be required if the property use stayed the same. Mr. Daum answered affirmatively and elaborated that the goal is to have large scale developments designed with a larger vision, fitting into the overall community.

Councilmember McGlashan reflected on the fact that Fircrest is the final Campus property in Shoreline to be planned for redevelopment, and said he is leery of changing the process. He would need clarification as to why a change would be better for the community.

Councilmember Roberts said he thinks that the existing Master Planning Process makes sense. He said he would need to be convinced that it is necessary to do something different for the Fircrest site. He shared a letter he received from Friends of Fircrest asking Council to involve them in the process and to take the vulnerable population into consideration. He asked for clarification on what qualifies as an existing use and how modifications could be made. He said he is not in favor of the City taking ownership of the planning process and expressed concern over the inequity of the City assuming costs for Comprehensive Plan amendments for some, but not all, applicants.

Mayor Hall said that if the Plan meets the specified purposes for the Campus zoning, and that is what DSHS wants to use it for, he is comfortable with the current regulations and policies and following the Master Development Plan process, but if there is land they want to use outside of the Campus Zone designations, it would need to be evaluated.

- Question 3: Does Council support continued engagement with State Agencies and the State Legislature in evaluating opportunities for development of underutilized property at Fircrest?

It was stated that if the State wants to do something with the surplus property that has nothing to do with Fircrest, it would be appropriate for the State to apply for a Comprehensive Plan Designation and Zoning Amendment, at which point the City would evaluate the State's request as they would any other property.

Mayor Hall said he would be interested in exploring the option of taking legislative action if there are public interests and opportunities that the State would be willing to provide to Shoreline through a negotiated process. He said he wants to be open to conversations around forming a partnership that provides affordable housing and community space. He said in that scenario, he could imagine the City playing a more active role in partnering.

Councilmember Roberts said he has heard a lot of discussion over potentials and possibilities. He said the biggest question is how this parcel will be used if it is removed from the existing Campus property. He said that until the State decides to go through the process of a subdivision the City should not move forward with pre-planning, but instead focus on conversations and negotiations with the State to inform the decision-making process. He said the needs of the residents should be protected first and foremost.

Mayor Hall commented that the City is better off talking to the State than waiting, but that Staff should not to make decisions without going through the public process of Council consideration and transparency to the community.

- Question 4: Does Council have a preference for the role that the City could play in determining land use plans for underutilized properties at Fircrest?

Generally, it was agreed that the expectation is that all commitments to partnerships or proposal approval regarding Fircrest are brought to Council before any agreements or guarantees with the State are made. It was stated that Council's role is to analyze policies in place and make determinations to their applicability. It was noted that with a parcel of land as large as Fircrest, and because of the proximity to the incoming Light Rail Station, Council should receive frequent updates and opportunities for discussion, especially considering the complexity of the situation.

Councilmember Robertson said she agrees with the importance of the City and Council retaining as much control as possible in the decision-making process. Deputy Mayor McConnell recognized Fircrest as an important topic and said the City, Council, and community should be involved in the process.

In reflecting on the conversation, Mayor Hall said he is hearing two competing preferences from Councilmembers. One, that they want to be the gate-keeper and the other that DSHS should go through the Master Development Plan permitting process, which would not involve Council.

There was a question on whether only the surplus portion of the land could be rezoned. Ms. Markle explained that the Master Plan could be subdivided and just include the area where they are proposing the new facilities for DSHS and the DSHS owned property. Then, if a portion of the property was determined underutilized, it could be subdivided off and given a zone like any other property in the City. She reiterated that if the property is not going to be used for a State purpose, then it would no longer meet the definition of a Campus.

Mayor Hall summarized that for Fircrest Campus uses related to the Residential Habilitation Center the Council is comfortable with the existing Master Development Plan process. Then, if the State decides to surplus a portion of the property and begins the process for subdivision, the Council would start conversation about the property.

It was observed that while the State is in the process of considering surplus the underutilized property, Shoreline needs to be an active participant in the conversations on potential uses for the space.

Mr. Daum said that if the State agencies decide to pursue control over what they do with the property, there is no adjustment needed to the standard application process. It was agreed that until the City knows what land is being discussed no meaningful planning work can be done. Ms. Tarry verbalized her understanding that Council is comfortable with the State establishing the timing for a potential Master Permit Development Plan permit process for the campus as fits with the state budget issues.

(b) Discussing the 2019 Federal Legislative Priorities

James Hammond, Intergovernmental Program Manager, provided an overview of the City processes and support for establishing legislative priorities and shared information on the City's consultant. He explained that the goals of establishing legislative priorities are to give clear direction to City representatives, to communicate consistent information about City priorities,

give policy guidance for ease of function in a dynamic legislative environment, and allow the City to embrace opportunities for identifying partnerships and building alliances with like-minded stakeholders.

Mr. Hammond listed the priorities:

- Funding and support for the NE 145th Corridor transportation projects.
- Advocacy of changes to funding programs for transportation and infrastructure, including helping criteria evolve for smaller cities.
- Ongoing support for Lynnwood Link and other regional transit projects. He explained that the entire regional transportation network depends on a supply of federal dollars, which requires advocacy.
- Support for community and economic development programs. He mentioned the current consideration to returning the process of earmarking funding. He explained that earmarking as proposed now would be only for public entities and with full transparency, for projects like housing and homelessness or transportation and infrastructure. He said this would restore some of Congress's directive to ensure the funds are spent as the allocations dictate.
- Strengthening federal tools for addressing culvert and stormwater issues.

Councilmember Roberts said since being appointed to the National League of Cities Energy, Environment and Natural Resource Committee, he has been asked to sign his name on letters talking about broad city policies in support of the National League of Cities work. He wondered if it is appropriate for Councilmembers, in their board or committee capacities, to sign letters that normally the Mayor would sign on behalf of the City. It was agreed that all such requests should be sent to staff for review, and if it is a letter the purports to formally represent the position of the City it should be signed by the Mayor.

Councilmember Chang thanked Mr. Hammond for explaining earmarks, and said she agrees with the list of priorities. Mayor Hall commented that funding for projects is a priority, but he would prefer that the City not include encouraging the Federal Legislature to create a new earmark system. He also commented that it is appropriate for the Federal Government to be providing funding and support for culvert and stormwater issues since a lot of what we are doing locally is to comply with national laws and policies.

10. EXECUTIVE SESSION: Litigation Update – RCW 42.30.110(1)(i).

At 8:53 p.m., Mayor Hall recessed into an Executive Session for a period of 20 minutes as authorized by RCW 42.30.110(1)(i) to discuss with legal counsel matters relating to agency enforcement actions, or litigation. He stated that 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; and Margaret King, City Attorney. At 9:15 p.m. Mayor Hall emerged and announced a 20 minute extension to the Executive Session. At 9:35 p.m. Mayor Hall emerged and announced a second 20 minute extension to the Executive Session. The Executive Session ended at 9:53 p.m.

11. ADJOURNMENT

At 9:53 p.m., Mayor Hall declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

DRAFT

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Ordinance No. 857 - Adopting Permanent Plat Alteration Regulations
DEPARTMENT:	City Attorney's Office
PRESENTED BY:	Margaret King, City Attorney 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:

On December 10, 2018, the City Council adopted Ordinance No. 849 establishing "interim" regulations for the alteration of plats (subdivision) as authorized by state law (RCW 35A.63.220 and RCW 36.70A.390.) The regulations are effective for six (6) months.

Subsequently, staff commenced the process to adopt permanent regulations for the alteration of plats. On March 18, 2019, the City Council discussed the proposed permanent regulations as recommended by the Planning Commission. Proposed Ordinance No. 857 (Attachment A) provides for these permanent regulations.

Council did not have any concerns with the proposed permanent regulations when they were discussed on March 18th and requested that they be brought back to Council for adoption on the consent calendar. Tonight, Council is scheduled to adopt proposed Ordinance No. 857.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact at this time for the City except that permit fees will be delineated for the process of plat alterations. Regulations for plat alterations may increase the development timeline for some projects but may also expedite the timeline as it will provide staff a process to follow.

RECOMMENDATION

Staff recommends that Council adopt Ordinance No. 857.

Approved By: City Manager **DT**

City Attorney **JA-T**

BACKGROUND

On December 10, 2018, the City Council adopted Ordinance No. 849, declaring an emergency and establishing interim regulations for Plat Alterations consistent with RCW 58.17.215, as permitted under RCW 36.70A.390 and RCW 35A.63.220. A copy of the staff report for this December 10, 2018 action can be found at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2018/staffreport121018-7d.pdf>.

In establishing these interim regulations, the regulations bypassed the standard process for the adoption of development regulations as set forth in SMC 20.30.070. In Section 4 of Ordinance No. 849, the City Council directed staff to refer the Ordinance to the Planning Commission for its review and recommendation of permanent regulations to replace the interim regulations. The Planning Commission held a study session on these regulations at its January 3, 2019 regular meeting. The staff report for that meeting can be found at the following link: <http://www.shorelinewa.gov/home/showdocument?id=41619>.

As required by RCW 35A.63.220 and RCW 36.70A.390, the City Council held a public hearing on the “interim” regulations at its February 4, 2019 regular meeting. The staff report for that meeting can be found at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2019/staffreport020419-8a.pdf>.

On March 7, 2019, in compliance with SMC 20.30.070, the Planning Commission held a public hearing for the purpose of accepting public testimony on the permanent regulations and to formulate its recommendation for submittal to the City Council for final adoption. The staff report for that meeting can be found at the following link: <http://www.shorelinewa.gov/home/showdocument?id=42696>.

Following the Planning Commission Public Hearing and their recommendation to the City Council on the permanent regulations, the Council held a study session on March 18, 2019 on proposed Ordinance No. 857 (Attachment A). The staff report for that meeting can be found at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2019/staffreport031819-8c.pdf>.

As was noted in the March 18th staff report, the proposed regulations are consistent with state law and outline how plat alteration requests would be administered in Shoreline. The regulations are written so that the Director of Planning & Community Development has approval authority for plat alterations unless a public hearing has been requested, and then the City Hearing Examiner would issue a final decision. The regulations provide both City staff and applicants with a process for such alterations and applicable fees.

As well, the regulations are not utilized for amending private covenants that exist on property; the City has not authority over such amendments. The ability to amend covenants is left to property owners and is controlled by the governing documents that established the covenants.

DISCUSSION

Council asked questions of staff but did not have any concerns with the proposed permanent plat alteration regulations (Attachment A, Exhibit A) when they were discussed by Council at their March 18, 2019 meeting. As well, no concerns were expressed by Council regarding the proposed changes to the City's fee table (Attachment A – Exhibit B) associated with plat alterations.

Following the Council discussion on March 18th, Council requested that staff bring back proposed Ordinance No. 857 for adoption on the consent calendar. Tonight, Council is scheduled to adopt proposed Ordinance No. 857.

RESOURCE/FINANCIAL IMPACT

There is no financial impact at this time for the City except that permit fees will be collected for the process of plat alterations. Regulations for plat alterations may increase the development timeline for some projects but may also expedite the timeline as it will provide staff a process to follow.

RECOMMENDATION

Staff recommends that Council adopt Ordinance No. 857.

ATTACHMENTS

Attachment A – Proposed Ordinance No. 857
Exhibit A - Plat Alteration Regulations
Exhibit B – Fee Table

ORDINANCE NO. 857

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON
REPEALING INTERIM REGULATIONS FOR PLAT ALTERATIONS
ADOPTED BY ORDINANCE NO. 849 AND ADOPTING PERMANENT
REGULATIONS FOR PLAT ALTERATIONS IN CHAPTER 20.30 AND
CHAPTER 3.01 OF THE SHORELINE MUNICIPAL CODE.**

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

WHEREAS, on December 10, 2018, pursuant to RCW 35A.63.220 and RCW 36.70A.390, the City Council adopted Ordinance No. 849, declaring an emergency and establishing interim regulations for the processing of plat alterations within Chapter 20.30 of the Shoreline Municipal Code (SMC) and fees for the processing of applications in Chapter 3.01 SMC; and

WHEREAS, these interim regulations are valid for six (6) months from the date of adoption, expiring on June 8, 2019; and

WHEREAS, on January 3, 2019, the City of Shoreline Planning Commission reviewed proposed permanent regulations; and

WHEREAS, on February 4, 2019, as required by RCW 35A.63.220 and RCW 36.70A.390, the City Council held a public hearing on the interim regulations so as to receive public testimony; and

WHEREAS, on March 7, 2019, the Planning Commission held a public hearing on the permanent regulations so as to receive public testimony; and

WHEREAS, at the conclusion of the March 7 public hearing, the Planning Commission voted to recommend the permanent regulations, as presented by staff, to the City Council for approval; and

WHEREAS, on March 18, 2019, the City Council held a study session on the proposed permanent regulations for plat alterations as recommended by the Planning Commission; 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, 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, on December 13, 2018, 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 regulations are exempt from review under the State Environmental Policy Act, chapter 43.21C RCW (SEPA); 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; and

WHEREAS, the City Council concurs in the Shoreline Planning Commission's recommendation;

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

Section 1. Repeal of Interim Regulations. The interim regulations and fees for plat alterations adopted by Ordinance No. 849 as set forth in SMC Table 20.30.050(7), 20.30.420(B), 20.30.425, and SMC 3.01.010(M)(8) are repealed in their entirety, effective on the effective date of this Ordinance No. 857.

Section 2. Adoption of Permanent Regulations.

- A. Shoreline Municipal Code, Title 20, Sections 20.30.050, Table 20.30.060 and 20.30.420 are amended as set forth in Exhibit A to this Ordinance.
- B. A new section, Section 20.30.425, Alteration of Recorded Plats is added to Title 20 of the Shoreline Municipal Code as set forth in Exhibit A to this Ordinance.
- C. Shoreline Municipal Code, Chapter 3.01 Fee Schedules, Section 3.01.010(M) shall be amended as set forth in Exhibit B to this Ordinance.

Section 3. 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 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 five days after publication.

PASSED BY THE CITY COUNCIL ON APRIL 1, 2019.

Mayor Will Hall

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik-Smith
City Clerk

Margaret King
City Attorney

Date of Publication: , 2019
Effective Date: , 2019

Attachment A - Exhibit A
Exhibit A – PLAT ALTERATION REGULATIONS
Ordinance No. 857

SMC 20.30.050 Administrative decisions – Type B, amended as follows:

Table 20.30.050 – Summary of Type B Actions, Notice Requirements, Target Time Limits for Decision, and Appeal Authority

Action	Notice Requirements: Application and Decision ^{(1), (2), (3)}	Target Time Limits for Decision	Appeal Authority	Section
Type B:				
1. Binding Site Plan ⁽⁴⁾	Mail	90 days	HE	20.30.480
2. Conditional Use Permit (CUP)	Mail, Post Site, Newspaper	90 days	HE	20.30.300
3. Preliminary Short Subdivision ⁽⁴⁾	Mail, Post Site, Newspaper	90 days	HE	20.30.410
4. SEPA Threshold Determination	Mail, Post Site, Newspaper	60 days	HE	20.30.490 – 20.30.710
5. Shoreline Substantial Development Permit, Shoreline Variance and Shoreline CUP	Mail, Post Site, Newspaper	120 days	State Shorelines Hearings Board	Shoreline Master Program
6. Zoning Variances	Mail, Post Site, Newspaper	90 days	HE	20.30.310
7. Plat Alteration ^{(5) (6)}	Mail	90 days	HE	20.30.425

Key: HE = Hearing Examiner

(1) Public hearing notification requirements are specified in SMC 20.30.120.

(2) Notice of application requirements are specified in SMC 20.30.120.

(3) Notice of decision requirements are specified in SMC 20.30.150.

(4) These Type B actions do not require a neighborhood meeting. A notice of development will be sent to adjacent properties.

(5) A Plat Alteration does not require a neighborhood meeting.

(6) If a public hearing is requested, the Plat Alteration will be processed as a Type C Action per SMC Table 20.30.060.

SMC 20.30.060 Quasi-judicial decisions – Type C

Table 20.30.060 – Summary of Type C Actions, Notice Requirements, Target Time Limits for Decision, and Appeal Authority

Action	Notice Requires for Application and Decision (3), (4)	Review Authority, Open Record Public Hearing	Decision Making Authority (Public Meeting)	Target Time Limits for Decision	Section
Type C					

...				
<u>9. Plat Alteration with Public Hearing (5)</u>	<u>Mail</u>	<u>Hearing Examiner (1), (2)</u>	<u>120 days</u>	<u>20.30.425</u>

(1) Including consolidated SEPA threshold determination appeal

...

(5) A Plat Alteration does not require a neighborhood meeting.

SMC 20.30.420 Changes to approved subdivision, subsection (B) amended as follows:

A.

B. Recorded Final Plats. An application to ~~change/alter~~ a final plat that has been filed for record shall be processed as provided for in SMC 20.30.425, in the same manner as a new application. ~~This section does not apply to affidavits of correction of lot line adjustments.~~

SMC 20.30.425 Alteration of Recorded Plats, is adopted as follows:

- A. Applicability** A plat alteration provides a process to alter or modify a previously recorded plat, short plat, binding site plan, or any portion thereof. The plat alteration results in changes to conditions of approval, restrictions, or dedications that are shown on the recorded plat.
1. Any person seeking to alter a recorded final plat or any portion thereof shall comply with the requirements set forth in chapter 58.17 RCW and the regulations in effect at the time the application is submitted to the City.
 2. This section shall not apply to the:
 - a. Alteration or replatting of any plat of state-granted tide or shore lands as provided in RCW 58.17.215.
 - b. Adjustment of boundary lines as provided in RCW 58.17.040(6).
 - c. Any change to a recorded final plat where an additional lot(s) is proposed shall not be considered an alteration and shall be processed as a new formal subdivision or short subdivision depending on the number of lots being created. EXCEPT, if a condition or restriction on the original plat would prohibit such a change, then the plat alteration process must first be completed before a new subdivision may be sought.
- B. Application** A request to alter a recorded plat shall be submitted on official forms prescribed and provided by the Department along with the applicable fees.
1. The application shall contain the signatures of the majority of those persons having an ownership interest of lots, tracts, parcels, sites, or divisions in the subject subdivision or portion to be altered.
 2. If the subdivision is subject to restrictive covenants which were recorded at the time of the approval of the subdivision, and the application for alteration would result in the violation of a covenant, the application shall contain an agreement signed by all parties subject to the covenants providing that the parties agree to terminate or alter the relevant covenants to accomplish the purpose of the alteration of the subdivision or portion thereof.
 3. If the application seeks to extinguish or alter an easement established by a dedication, the application must contain an agreement for the release or alteration of the easement by all of the owners or the easement.

C. Notice

1. Complete Application. After the City has determined the application is complete, the City shall issue a notice of the complete application. This notice shall:

1. Be provided by regular U.S. mail to all owners of property within the subdivision as provided in RCW 58.17.080 and 58.17.090; and
2. Establish a date for a public hearing or provide that a hearing may be requested by a person receiving notice within 14 calendar days of receipt of the notice. The cost of the public hearing shall be the responsibility of the applicant for the plat alteration.

2. Public Hearing. If a public hearing is timely requested, notice of the public hearing shall be provided as set for in SMC 20.30.180.

D. Review Criteria

1. Decision-making authority.

- a. Director. Applications for a plat alteration are a Type B action and shall be administratively reviewed by the Director unless a public hearing has been timely requested as provided in SMC 20.50.425(C)(2) or the City determines that a public hearing is in the public interest, in which case it is a Type C action.
- b. Hearing Examiner. Applications for a plat alteration for which a public hearing has been requested are a Type C action. An open record public hearing before the hearing examiner shall be held and the hearing examiner shall issue a decision.

2. The decision-making authority shall review the submittal materials and may approve or deny after a written determination is made whether the public use and interest will be served by the alteration and whether the alteration satisfies the review criteria set forth in SMC 20.30.410(B).

3. In any written determination approving an alteration:

- a. If any land within the alteration is part of an assessment district, any outstanding assessments shall be equitably divided and levied against the remaining lots, parcels, or tracts, or be levied equitably on the lots resulting from the alteration.
- b. If any land within the alteration contains a dedication to the general use of persons residing within the subdivision, such land may be altered and divided equitably between the adjacent properties.

4. The Director's decision is final unless appealed to the hearing examiner as provided in Section F below. The hearing examiner's decision on a plat alteration for which a public hearing was requested is final and may be appealed to superior court pursuant to chapter 36.70C RCW Land Use Petition Act.

E. Recording of Alteration No later than thirty (30) calendar days after approval of the alteration, the applicant shall produce a revised drawing or text of the approved alteration to the plat, conforming to the recording requirements of Chapter 58.17 RCW and processed for signature in the same manner as set forth for final plats in this chapter. The applicant shall file, at their sole cost and expense, the revision approved by the alteration to the plat with the King County Recorder to become the lawful plat of the property.

F. Appeal

1. The Director's decision on a plat alteration where no public hearing was held may be appealed to the hearing examiner as provided in SMC 20.30 Subchapter 4 General Provisions for Land Use Hearings and Appeals.
2. The Hearing Examiner's decision shall be final on an appeal of the Director's decision on a plat alteration.
3. The final decision of the Hearing Examiner may be appealed to superior court pursuant to chapter 36.70C RCW Land Use Petition Act.

EXHIBIT B – Fees
Ordinance No. 857

SMC 3.01.010 Planning and Development Fees, is amended as follows:

M. SUBDIVISIONS	
1. Binding site plan	\$6,063.00
2. Preliminary short subdivision	\$6,914.00 for 2-lot short subdivision, plus (\$532.00) for each additional lot
3. Final short subdivision	\$2,021.00
4. Preliminary subdivision	\$15,956.00 for 10-lot subdivision, plus (\$745.00) for each additional lot, and public hearing (\$3,723.00)
5. Final subdivision	\$7,765.00
6. Changes to preliminary short or formal subdivision	\$3,936.00
7. Multiple buildings	Hourly rate, 10-hour minimum \$1,990
<u>8. Plat alteration</u>	<u>Hourly rate, 2-hour minimum \$398</u>
<u>9. Plat alteration with public hearing</u>	<u>Hourly rate, 2-hour minimum \$398 and public hearing (\$3,723)</u>

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Authorizing the City Manager to Execute a Contract with the King County Directors Association in the Amount of \$638,540.21 for the Purchase and Installation of Playground Equipment for Shoreview and Twin Ponds Parks

DEPARTMENT: Parks, Recreation & Cultural Services

PRESENTED BY: Kirk Peterson, Parks Superintendent

ACTION: ☐ Ordinance ☐ Resolution ☒ Motion
 ☐ Discussion ☐ Public Hearing

PROBLEM/ISSUE STATEMENT:

The playground equipment at Shoreview and Twin Ponds Parks was installed in 2002 and 2003, respectively, and needs replacement. An assessment of playgrounds in the City highlighted these as the highest priority for replacement. In anticipation of needing to replace aging playgrounds, the City Council approved the Playground Replacement Project as a project in the 2019-2024 Capital Improvement Plan (CIP). This project will replace the existing playgrounds at Shoreview and Twin Ponds Parks with new play features and safety surfacing.

To obtain pricing for this replacement project, staff is using an inter-local cooperative agreement with the King County Directors Association (KCDA). Based upon pricing, availability, quality and experience constructing play equipment, staff selected Game Time from the KCDA roster of vendors to create the design and perform the installation for this replacement project. Tonight, staff is seeking Council authorization for the City Manager to execute a contract with KCDA for this equipment replacement project at Shoreview and Twin Ponds Parks.

RESOURCE/FINANCIAL IMPACT:

The cost for the purchase and installation of playground equipment for Shoreview and Twin Ponds Parks is \$638,540.21. Funding for these improvements is included in the General Capital Fund budget. The budget allocated for 2019-2020 is \$1,000,000. The remainder of this funding is currently scheduled to be used in 2020 on the next priority play equipment replacement, which is the play structure at Sunset Park.

RECOMMENDATION

Staff recommends that the City Council authorize the City Manager to execute a contract with the King County Directors Association in the amount of \$638,540.21 for the purchase and installation of playground equipment for Shoreview and Twin Ponds Parks.

Approved By: City Manager _____ City Attorney _____

BACKGROUND

The play equipment at Shoreview and Twin Ponds Parks was installed in 2002 and 2003, respectively, and the equipment has reached the end of its life span. Replacement parts for slides and panels are not available, and some sections of the play equipment have been closed for use by the public. Most play equipment has a life span of roughly 15 to 20 years due to factors such as weld seams breaking, fatigue to plastics due to use and sun exposure, as well as the availability of replacement parts.

Parks, Recreation and Cultural Services (PRCS) Department staff performed an assessment of all playgrounds in Shoreline and identified the play equipment at Shoreview and Twin Ponds Parks as the highest priority playgrounds for replacement. This is based on age, ability to find replacement parts and intensity of use. Table 1 below lists all playgrounds in the Shoreline park system and the date of play equipment installation.

Table 1: Playground Installation Date

Park	Date Installed	Notes
Shoreview - Upper	2002	
Shoreview - Lower	2002	Tube slide is cracked; plastic is old and brittle. Slide is boarded off.
Twin Ponds	2003	Both slides are cracked; plastic is elongated. Slides are boarded off.
Sunset	2003 (parts of play area are older)	Slide is cracked; no replacement is available without removing everything back to the decking. Slide is boarded off.
Brugger's Bog	2003	Wood surfacing is deficient due to creek flowing thru swing area at high flow; swing chains and seats are removed. Needs to be relocated, per concept design.
Richmond Highlands	2003	
Paramount Tot Lot	2004	
James Keough	slide installed 2004	Pea gravel surfacing; only includes a slide; slide is underutilized.
Richmond Beach Community Park	2005	
Cromwell	2009	
Kayu Kayu Ac	2009	
Hamlin 5-12 years	2010	
Hamlin Tot lot	2010	
Shoreline	2011	
Hillwood	2012	
Paramount 5-12 years	2012	
Saltwater Park	2013	
Echo Lake	2014	
Northcrest	2014	

DISCUSSION

Based on the play equipment analysis, staff is recommending replacing the play equipment at Upper and Lower Shoreview and Twin Ponds Parks. Shoreview Park has a tot lot (designed for three- to five-year-old children) and a standard-sized play equipment structure in the lower section of the park (Shoreview Lower). The upper section of Shoreview also has a standard-sized play structure (Shoreview Upper). All three pieces of play equipment are in need of replacement. If approved, this project will replace the existing playgrounds at Shoreview (Upper and Lower) and Twin Ponds Parks with new play features and safety surfacing.

To obtain pricing for this replacement project, staff is using an inter-local cooperative agreement frequently used by Park Departments, School Districts and other municipalities named the King County Directors Association (KCDA). KCDA partners with several vendors for a variety of products ranging from field turf, tables, chairs, computers, play equipment or other items frequently purchased by school district's and other government agencies. By having several vendors provide their best costs to compete with each other, KCDA is able to offer items at competitive pricing and ready for purchase with the bidding process already completed.

Based upon pricing, availability, quality and experience constructing play equipment, staff selected Game Time from the KCDA roster of vendors to create the design and perform the installation. Game Time has been a long-time vendor in the play equipment business and has done previous work for PRCS, including design and installation of the play equipment at Northcrest Park, Richmond Beach Saltwater Park and Shoreline Park.

Surfacing Materials as a Component of the Playground Upgrades

Surfacing materials are one of the most important components of play equipment as most injuries occur from falls. Surfacing can also aid in providing access to children with special needs, as a poured in place surfacing provides enhanced ADA access that cannot be achieved with wood chips.

At Shoreview Lower and Twin Ponds Parks, a rubberized "poured in place surfacing material" will be used, replacing the current wood chips. The poured in place surfacing is low maintenance, does not require replenishing and will be part of the play equipment's play components. Additionally, the Twin Ponds Park play equipment surfacing will be enhanced by a water theme that has a 'stream' with inlaid fish and lily pads that becomes part of the play experience.

The Shoreview Upper play equipment area will continue to have engineered wood fiber for fall zone surfacing. This is because the area is small, and it is not possible to complete the installation of the poured in place material.

Installation Time Frame

Parks staff would like to complete this project before summer begins this year. The demolition and installation process can take up to four weeks and competition for installation companies can be a challenge as most school districts and parks departments are competing for installers during the summer months. GameTime has

stated that if this contract can be executed, then an installer would be reserved for this project and work will be completed before summer begins.

STAKEHOLDER OUTREACH

On Wednesday March 13th, PRCS Director Eric Friedli, attended the Parkwood Neighborhood Association meeting and presented the play equipment designs to the community. Attendees were pleased and supportive.

RESOURCE/FINANCIAL IMPACT

The cost for the purchase and installation of playground equipment for Shoreview and Twin Ponds Parks is \$638,540.21. Funding for these improvements is included in the General Capital Fund budget. The budget allocated for 2019-2020 is \$1,000,000. The remainder of this funding is currently scheduled to be used in 2020 on the next priority play equipment replacement, which is the play structure at Sunset Park.

RECOMMENDATION

Staff recommends that the City Council authorize the City Manager to execute a contract with the King County Directors Association in the amount of \$638,540.21 for the purchase and installation of playground equipment for Shoreview and Twin Ponds Parks.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Public Hearing and Discussion of the 2020-2025 Transportation Improvement Plan
DEPARTMENT:	Public Works
PRESENTED BY:	Nytasha Walters, Transportation Services Manager
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing <input checked="" type="checkbox"/> Discussion

PROBLEM/ISSUE STATEMENT:

In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year Transportation Improvement Plan (TIP). The six-year TIP should include transportation projects, such as road and bridge improvements, as well as new or enhanced bicycle and pedestrian facilities. Through development of the TIP, the City prioritizes these funded and unfunded transportation projects utilizing information such as the City's Transportation Master Plan (TMP), safety and accident history, growth trends, traffic studies and the transportation element of the City's Comprehensive Plan. Project descriptions, costs, funding options and the project status are identified for each project in the TIP.

Tonight, the City will hold a public hearing to receive public feedback on the proposed updates to the TIP followed by a discussion by the Council. The TIP will be brought back to Council on May 6, 2019 for potential adoption.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact associated with adoption of the TIP. The projects identified in the City's TIP are a combination of funded projects in the CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City would like to undertake should funding become available. The vast majority of projects included in the TIP are unfunded or partially funded. Listing projects in the TIP makes them grant eligible, as most grant programs will only fund projects included in a jurisdiction's TIP. Staff will request guidance from Council on how to address under or partially funded projects as part of the development of the 2020-2025 CIP.

RECOMMENDATION

No action is required; staff recommends that Council hold the public hearing and discuss the proposed 2020-2025 TIP. Staff is requesting direction from Council regarding any revisions to the 2020-2025 TIP, including items that should be added or removed. Council is scheduled adopt the 2020-2025 TIP on May 6, 2019.

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

BACKGROUND

In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year transportation improvement plan (TIP). A city's six-year TIP must be consistent with its comprehensive plan transportation element. The six-year TIP should include transportation projects, such as road and bridge work, as well as new or enhanced bicycle or pedestrian facilities.

In addition to local projects, the TIP should also identify projects and programs of regional significance for inclusion in the regional TIP, such as the 145th Street corridor improvements. It also includes some on-going programs, including the Sidewalk Rehabilitation Program (formerly referred to as the Curb Ramp, Gutter, and Sidewalk Program) and the Traffic Safety Improvements Program. The TIP also will include a new program entitled the Sidewalk Program – New Construction. This program resulted from a voter approved Sales & Use Tax in November 2018. The City will secure bonds in order to begin design and construction. This program is considered fully funded (all 12 projects specifically listed on this ballot measure should be completed by 2025-2026).

The City's TIP is used to secure state and federal funding for transportation projects as part of the Statewide Transportation Improvement Plan (STIP).

Through development of the TIP, the City prioritizes these funded and unfunded transportation needs utilizing information such as the City's Transportation Master Plan (TMP), the City's Annual Traffic Report, growth trends, traffic studies and the transportation element of the City's Comprehensive Plan. Project descriptions, costs, funding options and the project status are identified for each project in the TIP.

The TIP is prepared and presented to Council in advance of the Capital Improvement Plan (CIP). The policy direction provided through adoption of the TIP is used to identify transportation projects for inclusion in the CIP. The City Council will review the City's proposed six-year CIP as part of the budget process.

Tonight, the City will hold a public hearing to receive public feedback on the proposed updates to the TIP followed by a discussion of the document by Council. RCW 35.77.010 requires that the City hold at least one public hearing on the TIP and that the City submit the adopted TIP to the Washington State Secretary of Transportation. The Department of Transportation has historically accepted submittal of TIPs through the month of July.

DISCUSSION

The draft 2020-2025 TIP (Attachment A) utilizes last year's TIP (2019 to 2024 TIP) as its foundation. Projects and programs included in the draft 2020-2025 TIP include high priority projects identified in the 2011 Transportation Master Plan (TMP) for safety and operations, access and mobility improvements for all modes of transportation.

Projects in the TIP are sorted into three categories: Funded (Full or Partially) Programs, Funded (Full or Partially) Projects, and Unfunded Projects. Generally, funded or

partially projects are those included in the City's 2019-2024 Capital Improvement Plan. Unfunded projects shown in 2020 – 2025 are those that staff believe have favorable grant possibilities but the specific year a grant may be awarded is unknown.

A project sheet for each project or program in the TIP has been developed and includes the following (see Attachment A for a more detailed description):

- Scope/Narrative
- Funding
- Funding Outlook
- Project Status; and
- Purpose/Goals Achieved

Each project listed in the TIP includes an estimated project cost, the amount of funding secured or unsecured and the funding source for the six-year period covered by the TIP. If grant funding has been secured from a specific source, it is identified. The Funding Outlook section of each project sheet identifies the total project cost and any previous expenditure. Potential grant funding sources are also identified in this section.

Projects listed that are necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees and are identified as such. The costs for projects programmed for the first three years of the TIP have been developed with a higher level of detail whereas those in the latter three years have been developed with less specificity, as the projects are generally less defined. The more specific costs for earlier projects help ensure that once the City receives a grant, the project is adequately funded.

The TIP also contains a summary matrix showing total costs for all projects. A map showing the location of each project is also included as Attachment B to this staff report.

Very few projects and programs are funded in the next six years, thus unfunded projects comprise the majority of the TIP. Several of the partially funded projects are segments of large, corridor-wide improvement projects that will require a considerable amount of grant funding to complete.

Strategy for Completing Large Corridor Improvement Projects

The City has historically depended on securing grant funds to build its major transportation projects. The City has been very successful over the last 15 years in securing federal Surface Transportation Plan (STP) grant funds as well as Transportation Improvement Board (TIB) funds for this purpose. This includes receiving over \$100 million of grant funds for the Aurora Avenue corridor, \$10 million for the 145th Street corridor, and approximately \$3 million secured to date for the 175th Street corridor. Currently, there are a number of jurisdictions and transit agencies seeking grant funds for large transportation projects. The grant award process is extremely competitive and the amount of grant funds available has shrunk and a cap on STP grant funds per project application was established in 2018. Consequently, the probability of the City continuing to out-compete other jurisdictions and agencies and the probability of securing adequate grant funds from one source to complete a project is even more challenging today than it has been historically.

Many of these grant sources require a city match – current match requirements range from 0.135% to 0.20% of a project phase. As described in the Grant Match section of this staff report, the current City policy is to set aside up to \$250,000 for grant matches every year. The City’s major corridor projects total over approximately \$100 million to complete and are anticipated to require over \$15 million in City matching funds, with an average grant match requirement of over \$200,000 per application.

Given the number of projects the City would like to complete, the amount of grant match set aside by the City and the risk of not receiving sufficient grant awards to fund these projects in the desired time frame, the City is proposing to complete the most strategic projects, or segments of these projects, in the near term. An overview of this approach is presented below

- **145th Street Corridor Projects:** The City completed the 145th Street Multi-modal Corridor Study in 2016. This study developed a master vision, called the Preferred Design Concept, for the 145th Street corridor from State Route (SR) 522 to 3rd Avenue NE. Sound Transit will be constructing improvements to the corridor from SR 522 to Interstate-5 (I-5) as part of its Sound Transit 3 Program. Sound Transit’s proposed design is largely comparable to the City’s Preferred Design Concept. These improvements are planned to be completed by 2024.

The City will be seeking funds to complete improvements to the rest of the 145th Street corridor from I-5 to Aurora Avenue NE in the next two decades, including the I-5 interchange. The segment on 145th Street from Aurora Avenue to 3rd Avenue NE is currently unfunded in the TIP, as it is a significantly lower volume roadway and will not be supporting significant transit service.

The City is prioritizing improvements at the 145th Street and I-5 Interchange and for the 145th Street corridor from the I-5 to Aurora Avenue N to support planned regional transit service and multi-modal access from the 145th Street light rail station area. The Design Phase for both the 145th and I-5 Interchange as well as the 145th Corridor. From I-5 to Aurora Avenue North are fully funded.

The City has received \$25M in Connecting Washington funds to support implementation of the 145th Multi-modal Corridor Study.

The 145th Street corridor from the I-5 to Aurora Avenue N. Given the highly competitive and limited availability of funding to complete the ROW and Construction phases of the 145th Corridor project, the City is planning to purchase right of way (ROW) and construct the corridor in segments. The three corridor segments are: the I-5 to Corliss; Corliss to Wallingford, and Wallingford to Aurora (including segment to the Interurban Trail). The project construction schedule will be phased in 3 parts:

- Phase 1: I-5 to Corliss (2018 to 2020 Design; 2019 to 2021 ROW; 2022 to 2023 CN)
- Phase 2: Corliss to Wallingford (2022 Design; 2023 ROW; 2025 CN)

- Phase 3: Wallingford to Aurora (unknown schedule)

City is striving to complete the Right-Of-Way and Construction phases of the I-5 to Corliss segment of the project by 2023. At the time of publishing this document the City is considering using approximately \$10 M of the Connecting Washington program to fund the ROW phase of the 3rd Ave to Corliss segment and is pursuing multiple potential funding sources to support construction of this segment of the corridor. These two segments are within the 145th Street light rail subarea, are already experiencing the highest level of traffic congestion, and will receive the most substantial pedestrian and bike access improvements.

145th Street and I-5 Interchange. The City is working with Sound Transit and WSDOT to determine multi-modal improvements for the 145th interchange - as the 145th and 5th Ave NE intersection is also within the western terminus of Sound Transit's BRT project. The preferred multi-modal improvements for the interchange have progressed since Council's adoption of the 145th Preferred Design Concept in April 2016. The initial proposed improvements included a new northbound on ramp from eastbound 145th that looped south under the existing 145th bridge deck and then merged into I-5 northbound.

As part of WSDOT's design review process for proposed interchange improvements the state required the City to evaluate roundabouts. Through this evaluation the City determined that roundabouts could be constructed at the intersections to the east and west of the 145th and I-5 bridge deck instead of the interchange improvements proposed as part of Shoreline's Preferred Design Concept. A technical analysis has determined that the roundabouts can be constructed at a lower cost and with as good if not better access and performance for buses, other vehicles, bikes and pedestrians.

The City is currently actively working with Sound Transit to finalize the I-5 interchange design and develop a joint funding partnership to construct interchange improvements. Completion of the Design phase is anticipated in 2020 with required ROW acquisition targeted for completion by 2020 ROW and construction targeted to be completed before the 145th light rail station opens in 2024.

- **175th Street Corridor Project:** The 175th Street project limits are from I-5 to Stone Avenue N. It is considered a high priority as it is a primary access route to I-5, serves multiple schools, and has relatively high levels of congestion and substandard sidewalks adjacent to an area with high pedestrian volumes traveling to elementary schools, a church with sizeable park-and-ride lot, a city park, and bus . Given its priority both regionally and locally, it is proposed to have both segments completed in approximately the next 10 years after completion of the I-5 to Corliss Avenue segment of the 145th Street corridor and the 145th and I-5 Interchange project.

Because this project is needed to accommodate future growth, Transportation Impact Fees (TIF) can be used to serve as the City's match funding. The City

plans to pursue additional grant funds for the corridor for right-of-way acquisition to supplement TIF funds. If the City does not have enough funding from TIF collected at the time, it could “borrow” from other funds, which would then be replenished by TIF collected in the future.

The Transportation Master Plan also identifies corridor improvements from the I-5 and 175th Street interchange east to 15th Avenue NE. This segment of the corridor does not experience the same level of traffic, support the same level of transit service or serve as many key Shoreline destinations as the section to the west of I-5 and therefore has not been prioritized for completion in the near term given limited funding sources and other transportation improvement priorities.

- **185th Street Corridor Project:** The 185th Street Corridor Strategy will develop a corridor plan for 185th Street/10th Avenue NE/NE 180th Street that includes multi-modal transportation facilities necessary to support projected growth in the subarea, a phasing plan for implementation, and a funding strategy plan for improvements. This project is identified in the 185th Street Station Subarea Plan. Planned improvements at the intersection of 185th Street and Meridian Avenue are identified as a “growth” project in the Transportation Master Plan and can be funded by TIF funds.
- **Trail Along the Rail:** This project will provide an approximately 2.5 mile multi-use trail that roughly parallels the Lynnwood Link Light Rail guideway from 145th Street Station through the 185th Street Station and to the 195th Street Pedestrian Overcrossing. It is anticipated that portions of the Trail Along the Rail will be built by Sound Transit and it is assumed that steps can be taken working with Sound Transit to ensure that the ability to complete the Trail Along the Rail in a future year is not precluded.
- **148th Street Non-motorized Bridge:** It has been determined that the combined grant awards from all of the federal and state funding sources that the City has typically been successful in receiving will not be adequate to fund this bridge, with an estimated \$15 million dollars remaining unfunded. Therefore, the City will be seeking funding from the state legislature and alternative funding sources to construct this bridge.

New Projects Added to the TIP

The following is a list of new funded/partially funded and unfunded projects/programs:

New Funded/Partially Funded Projects:

New Project	Rationale for Inclusion in TIP Update
2. Sidewalk Program – New Construction	New sidewalk construction. Pedestrian safety partially funded by Sales & Use Tax.
19. Ridgecrest Safe Routes to School	School zone flashers and pedestrian curb bulb out for increased crossing safety.
20. Citywide Spot Safety Improvements	Pedestrian-activated rapid flashing beacons, radar feedback signs.

New Unfunded Projects:

New Project	Rationale for Inclusion in TIP Update
37. 195 th Pedestrian and Bike Connector	Segment of shared-use path promoting pedestrian and bicycle safety.

Projects That Appeared in Last Year's TIP That Are Not Included in This Year's Update

No projects were removed from this update of the TIP from the prior year as major projects are either still in progress or unfunded. The Curb Ramp, Gutter, and Sidewalk Program (Program 1) was replaced with the Sidewalk Rehabilitation Program (Repair & Maintenance) to reflect the work the City has done in drafting a Transition Plan for ADA compliance and identifying a new funding source (Vehicle License Fee increase). The total cost of all projects in the draft 2020-2025 TIP is \$208,678,250.

Grant Match

As part of the 2014 budget process, the City established the Grant Match Fund, which provides funding that can be used as part of grant applications. Since many grant agencies require a match, this program can be utilized to provide that match without having the funds allocated to specific projects. Once a grant is secured, the match funding is allocated to the specific project. It is anticipated that unused funds from this program would rollover annually and that the fund would be replenished periodically.

The City uses its Real Estate Excise Tax (REET) to support the City's grant match program. At the end of 2019, staff anticipates having approximately \$317,000, increasing to \$1.67 million in 2025 reserved to use as a local grant match. The City currently has \$25 M in Connecting Washington funds that are anticipated to partially fund the 145th Corridor from I-5 to Corliss and potentially a portion of the 145th interchange project but not enough to use as a grant match for the other projects STP funds will be pursued for. The I-5 to Wallingford section of the 145th Street corridor, the 185th Street corridor, and the 148th Street Non-Motorized Bridge project will all also require a local match.

There is not sufficient surplus or balance available to solely rely on REET as the grant match for all of these projects. Additional revenue will be needed for local match or other capital projects and programs will need to be significantly reduced. It is also worth a reminder that REET can be volatile based on the economic climate.

Staff recommends the Council continue set aside revenue annually to utilize as match on these projects and identify additional funding sources to provide adequate grant match for these projects so that the City continues to have the ability and flexibility to apply for and compete for outside funding to help with constructing our TMP projects.

COUNCIL GOAL(S) ADDRESSED

This project addresses Council Goal 2, "Improve Shoreline's utility, transportation, and environmental infrastructure." By identifying and developing a plan for multi-modal transportation improvements, the City is working to preserve and enhance the infrastructure. This project also addresses Council Goal 5: "Promote and enhance the

City's safe community and neighborhood programs and initiatives" by funding the Traffic Safety Improvements program.

RESOURCE/FINANCIAL IMPACT

There is no financial impact associated with adoption of the TIP. The projects identified in the City's TIP are a combination of funded projects in the CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City would like to undertake should funding become available. The vast majority of projects included in the TIP are unfunded or partially funded. Listing projects in the TIP makes them grant eligible, as most grant programs will only fund projects included in a jurisdiction's TIP. Staff will request guidance from Council on how to address under or partially funded projects as part of the development of the 2020-2025 CIP.

RECOMMENDATION

No action is required; staff recommends that Council hold the public hearing and discuss the proposed 2020-2025 TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2020-2025 TIP, including items that should be added or removed. Council is scheduled to adopt the 2020-2025 TIP on May 6, 2019.

ATTACHMENTS

Attachment A: Draft 2020-2025 Transportation Improvement Plan with Map

Attachment A

City of Shoreline 2020-2025 Transportation Improvement Plan

1. What is the Six-Year Transportation Improvement Plan (TIP)?

The City of Shoreline Six-Year Transportation Improvement Plan (TIP) is a short-range planning document that is updated annually based upon needs and policies identified in the City's Comprehensive Plan and Transportation Master Plan. It identifies Shoreline's current needed transportation projects and programs for the next six years. Some projects identified in the TIP are significant enough in nature that they will take longer than six years to complete.

2. What is included in the TIP?

A project sheet for each project or program in the TIP has been developed and includes the following:

- **Scope/Narrative:** A description of the project or program including the specific work to be performed, project elements, project/program purpose and/or interagency coordination efforts.
- **Funding:** Identifies whether a project is funded, partially funded or unfunded and known funding sources.
- **Funding Outlook:** A description of the current funding projection for the project, including possible funding sources (when applicable).
- **Project Status:** Identifies Council goals achieved by each project, the stage of a project (such as design, environmental review or construction), previous years' work and expenditures and/or potential revenue sources for projects.
- **Purpose/Goals Achieved:** Identifies which of several purposes the project satisfies and/or general goals the project achieves including Non-motorized Transportation; System Preservation; Growth Management; Improves Efficiency and Operations; Safety; Major Structures; Corridor Study; and/or Interjurisdictional Coordination.

Projects in the TIP are sorted into three categories: Funded Programs, Funded (Fully or Partially), Unfunded Projects. Projects and programs that are underfunded or partially funded are included in the funded categories. Generally, funded projects are those included in the City's 2020-2025 Capital Improvement Plan. All of the funded programs are identified as underfunded, as additional work could be completed through these programs with supplemental funding.

3. Project Costs and Funding

Each project listed in the TIP includes an estimated cost, the amount of funding secured or unsecured and the funding source(s) for the six year period covered by the TIP. Existing and new project and program costs need to cover all phases of a project (described below), including the staff time necessary to administer them. If grant

funding has been secured from a specific source, it is identified. The Funding Outlook section of each project sheet identifies the total project cost and any previous expenditures. Potential grant funding sources are also identified in this section. Projects listed that are necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees. The costs for projects programmed for the first three years of the TIP have been developed with a higher level of detail whereas those in the latter years have been developed with less specificity, as the projects are generally less defined. Unless otherwise noted, project costs do not include the costs for placing overhead utilities underground.

4. Developing the TIP

The annual TIP update starts with the previously adopted TIP. Projects in the previously adopted TIP are reviewed and projects that have been completed, or because of changing conditions, are no longer needed are removed from the TIP. Existing projects may also be updated based upon completed studies, refined project scopes or revised cost estimates. The remaining projects carried over from the previous TIP are reviewed for changes to cost estimates, project funding, schedule, or scope during the update process to ensure that the best information is represented in the TIP.

New projects are generated from many sources, including the City's adopted Transportation Master Plan (TMP), Comprehensive Plan, Council priorities, identification of new issues or deficiencies, response to growth, accident locations or the potential to secure grant funding. The City may use tools such as pavement management rating, analysis of accident data and transportation modeling to help identify potential new projects. Potential new projects undergo a review of scope, priority, schedule and cost analysis.

Updated projects from the previous TIP and new projects are then used to create a draft TIP project list. The phasing and funding of these projects in the draft TIP is based on an evaluation of project priority compared with priorities laid out in the TMP and Comprehensive Plan, commitments to projects and programs that are already underway, secured grants, partnerships the City has entered into with other jurisdictions and agencies and new opportunities that arise to leverage local transportation funding in combination with other funding sources.

Once the draft TIP has been developed, a public hearing is held to provide an opportunity for the community comment. Based on the results of the public hearing and comments from the Shoreline City Council a final version of the TIP is developed. This final version is then adopted by the City Council.

5. Funding Challenges and New Funding Sources in 2019

As is the case for most jurisdictions, the need for transportation improvements in Shoreline greatly outweighs the City's ability to fund them in both the short and long term. In addition to major capital projects such as intersection or corridor improvements, there is an on-going need to maintain the existing system. This includes

repair, maintenance and preservation work, such as Bituminous Surface Treatment (BST) or overlays, upgrades and repairs to traffic signals, installation of new street lights and curb ramp upgrades. It is difficult to estimate the annual backlog or degree to which the City's transportation program is underfunded, as new projects are identified annually and maintenance is a continuous necessity. The unfunded projects and programs included in this six year TIP (not including the unfunded portions of partially funded projects) total over \$50 million.

The City of Shoreline funds transportation capital projects from the General Fund, Real Estate Excise Tax (REET), Transportation Benefit District (TBD), and grant revenue from local, state and federal governments. Because some of these revenue sources are so closely tied to the health of the economy they can be somewhat unpredictable, making it challenging for the City to plan for transportation improvements with assurance that funding will be available.

Historically the largest sources of funding for Shoreline's transportation programs and projects have been grants. Funding for transportation projects is available from federal, state and local resources. Each funding source has specific rules and guidelines about what types of projects they will fund, how much of a project will be funded and timelines for expenditure of funds.

Most grant programs require a funding match, which means that the City must also contribute funding to the cost of a project. The granting agency may also have restrictions about the source of the funding match. For example, a state funded grant might be restricted from having another state funded grant serve as the match. Funding programs for bicycle and pedestrian transportation projects are very limited, especially in comparison to funding for highway and roadway projects. Quite often, granting agencies prefer to fund construction of projects rather than planning, design or environmental work. Having projects fully designed and "shovel ready" improves their ability to compete for funding. The competitive nature of grant funding and the specific requirements associated with available grants narrow the opportunities for many of the City's high priority projects to obtain outside funding.

Two additional funding sources were approved in 2018 to add to the City's Transportation Benefit District (see link for a description to the purpose of a Transportation Benefit District) and support the repair and/or construction of priority sidewalks: a \$20 increase in Vehicle License Fees (VLF) adopted by City Council for sidewalk rehabilitation and a Sales & Use Tax approved by voters on the November 2018 ballot for new sidewalk construction. These two additional funding sources have resulted in a change to a prior program and the addition of a new program in the TIP. Program 1 Curb Ramp, Gutter and Sidewalk Program is being renamed the Sidewalk Rehabilitation Program and includes a discussion of VLF funding and projects it will support under this program. A new Program 2 is listed in this 2020-2025 TIP identified as the Sidewalk Program – New Construction. A minimum of 12 sidewalk projects will be funded under this new program with all projects currently anticipated to be completed within eight to ten years.

6. Lifecycle of a Project

Depending upon the size and/or degree of complexity associated with a project, it can take several years to complete. For example, the three-mile Aurora Corridor Improvement Project which was substantially completed in 2016, began the initial planning work in 1997. Large projects may be divided into several smaller projects in order to manage the project more effectively, comply with grant funding requirements or minimize inconvenience to the community during construction. Throughout all phases of a project, the City is committed to maintaining open communications with the community. The process to develop projects generally includes the following steps.

Planning and Alternatives Development – During this phase, conceptual ideas for a project are identified, evaluated, and narrowed, sometimes to a single option. Citizens, community organizations, neighboring jurisdictions and other stakeholders help shape the project. Public meetings provide updates to the community and help the City gather feedback.

Preliminary Design and Environmental Review – This phase identifies potential environmental impacts of the project alternative(s). The level of review and documentation depends on the scope of the project and its potential for environmental impacts. An Environmental Impact Statement (EIS) is prepared for large projects with potentially significant impacts. Development of a State Environmental Policy Act (SEPA) checklist may be prepared for projects not requiring an EIS. A similar review under the National Environmental Policy Act (NEPA) is required for projects that receive federal funding. The project's design moves from conceptual to preliminary as initial engineering begins.

During this phase:

- If required, a SEPA checklist or Draft EIS is published followed by a public comment period. Responses to those comments are found in the Final EIS.
- Preliminary design is completed.
- The City selects the project that will eventually be built.

Final Design and Property Acquisition – In this phase, architects and engineers define what the project will look like as well as the technical specifications for the project. Field work is performed including testing soil conditions and ground water levels, surveying, and locating utilities. Additionally, the City acquires any necessary private property and easements. This phase is often referred to as “Projects, Specifications and Estimate (PS and E)”.

Construction – Construction time varies widely from project to project. The City balances the need to complete the project on time and on budget while minimizing construction impacts to the community. Unforeseen site conditions, weather, design corrections and the complexity of a project are some of the factors that can influence the schedule. Construction schedules can also be affected by environmental restrictions, such as permissible timeframes to work in fish bearing waters.

7. Relationship of the TIP to other Transportation Documents

A. Six-Year Capital Improvement Plan

Once adopted, the TIP helps to guide funding and implementation priorities during the development of the transportation portion of the Capital Improvement Plan (CIP). The CIP is a six-year financial plan addressing capital needs and is updated along with the development of the City's operating budget. The CIP shows the City-funded portion of projects and is constrained by current budget forecasts, whereas the TIP shows the complete project list, including unfunded projects and programs. The first two years of the CIP are adopted as part of the biennial budget, with any updates adopted annually.

B. Transportation Master Plan

The City of Shoreline's Transportation Master Plan (TMP) is the long-range blueprint for travel and mobility, describing a vision for transportation that supports the City's adopted Comprehensive Plan. The TMP provides guidance for public and private sector decisions on local and regional transportation investments, including short-, mid-, and long-range transportation and related land-use activities. In this way, the City can assess the relative importance of projects and schedule their planning, engineering and construction as growth takes place and the need for the facilities and improvements is warranted. It also establishes a prioritization of the projects to be included in future capital improvement plans. The TMP covers all forms of personal travel – walking, bicycling, transit and automobile.

C. State and Federal Requirements

State law requires that each city develop a local TIP and that it be annually updated (RCW 35.77.010). It also requires that projects be included in the TIP in order for cities to compete for transportation funding grants from most federal and state sources. Federal grant funded and regionally significant projects from the first three years of the City's TIP are included in the Regional TIP, which is assembled by the Puget Sound Regional Council for King, Kitsap, Pierce, and Snohomish Counties. The Regional TIPs from around the State are then combined to form the State TIP, which is approved by the Governor and then submitted to the Federal Highway Administration and Federal Transit Authority for their review and approval.

Contact Information

For additional information, contact Nytasha Walters, Transportation Services Manager, 206.801.2481, nwalters@shorelinewa.gov.

The following is a list of projects included in the TIP. A description of each project can be found in the following pages.

FUNDED PROGRAMS (FULLY OR UNDERFUNDED)

1. Sidewalk Rehabilitation Program – Repair & Maintenance (*underfunded*)
2. Sidewalk Program – New Construction (*underfunded*)
3. Traffic Safety Improvements (*underfunded*)
4. Annual Road Surface Maintenance Program (*underfunded*)
5. Traffic Signal and Intelligent Transportation System (ITS) Improvements (*underfunded*)

FUNDED PROJECTS (FULLY OR PARTIALLY)

6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5 (*partially*)
7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements (*partially*)
8. 148th Street Non-Motorized Bridge (*partially*)
9. Trail Along the Rail (*partially*)
10. Westminster and N 155th Improvements
11. N/NE 175th Street Corridor Improvements (*partially*)
12. N/NE 185th Street Corridor Improvements (*partially*)
13. Greenwood Ave N / Innis Arden / N 160th Street Intersection Improvements
14. Light Rail Access Improvements: 1st Ave NE, 149th to 155th (*partially*)
15. Light Rail Access Improvements: 5th Ave NE, 180th to 182nd
16. Light Rail Access Improvements: 5th Ave NE, 175th to 180th (*partially*)
17. Light Rail Access Improvements: 1st Ave NE, 145th to 149th
18. Meridian Avenue N – N 145th Street to N 205th Street
19. Ridgecrest Safe Routes to School
20. Citywide Spot Safety Improvements

UNFUNDED PROJECTS

21. N 160th from Aurora to Dayton
22. 15th Avenue NE – NE 175th Street to NE 205th Street
23. NE Perkins Way Improvements – 10th Ave NE to 15th Ave NE
24. N 165th Street and Carlyle Hall Road N Sidewalk and Intersection Safety
25. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design
26. N 185th Street and Linden Avenue N Intersection Improvements
27. Fremont Avenue N - N 175th Street to N 185th Street
28. Westminster Way (South) - N 155th St to Fremont Ave NB Frontage Improvements
29. NE 168th Street and 25th Ave NE Intersection Improvements
30. 145th Street (Interurban Trail to 3rd Ave NW)
31. Interurban Trail Crossing at SR-104
32. Light Rail Access Improvement – 10th Ave NE (180th to 185th)
33. Light Rail Access Improvement – 5th Ave NE, NE 185th to 190th
34. Light Rail Access Improvement – 5th Ave NE, NE 190th to NE 195th
35. Light Rail Access Improvement – 1st Ave NE, N 190th to NE 195th Street
36. 3rd Ave NE Woonerf
37. 195th Pedestrian and Bike Connector

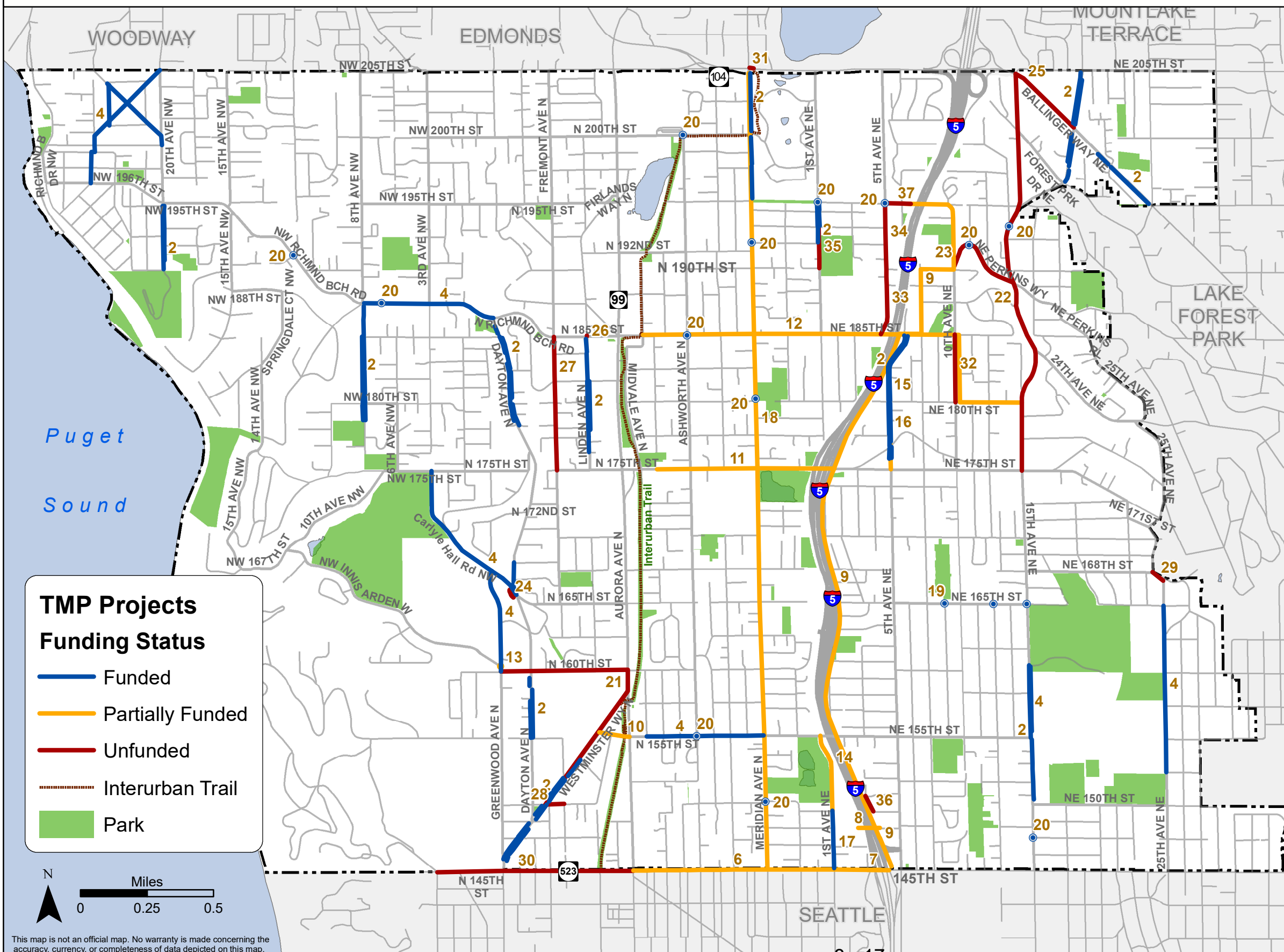
PROJECT SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2019

1. NE 175th Street Pavement Preservation
2. Meridian Ave N & N 155th Street Signal Improvements
3. 2019 Bituminous Surface Treatment (BST)

PROJECTS SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2018

PROJECT NAME	PROJECT DESCRIPTION	COST	FUNDING SOURCES
NE 175th Street Pavement Preservation	Overlay NE 175th from Interstate 5 to 15th Avenue NE. Includes construction of a RT lane from EB 175th to SB 15th Ave NE. Does NOT include paving or other work within WSDOT/I-5 ROW.	\$1,500,000 to \$1,700,000	COS Roads Capital Fund (ARSM Program) - 100%
Meridian Ave N & N 155th Street Signal Improvements	Construct new traffic signal system, reconstruct curb ramps, portions of sidewalk, and overlay the intersection and intersecting streets to limits consistent with excavation for signal system.	\$1,100,000	Roads Capital Fund: \$579,382 Highway Safety Improvement Program (HSIP): \$303,980 Annual Road Surface Maintenance Program: \$116,690 Traffic Signal Rehabilitation: \$50,000
2019 Bituminous Surface Treatment (BST)	Apply BST (chip seal) to various streets in NW Shoreline.	\$ 600,000	COS Roads Capital Fund (ARSM Program) - 100% (cost includes staff)

Transportation Improvement Program 2020 to 2025



Individual Project Locations

Fully or Partially Funded Citywide Programs

1. Sidewalk Rehabilitation Program (not mapped)
2. Sidewalk Program - New Construction
3. Traffic Safety Improvements (not mapped)
4. Annual Road Surface Maintenance Program
5. Traffic Signal/ITS Improvements (not mapped)

Fully or Partially Funded Projects

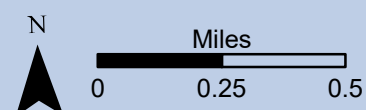
6. 145th St (SR 523) Corridor Improvements (Aurora Ave N to I-5)
7. 145th St/I-5 Interchange Improvements
8. 148th St N Non-motorized Bridge
9. Trail along the Rail
10. Westminster and N 155th St Improvements
11. N/NE 175th St - Corridor Improvements
12. N/NE 185th St - Corridor Improvements
13. Greenwood/Innis Arden/160th Intersection Improvements
14. Light Rail Access Improvements: 1st Ave NE (149th to 155th)
15. Light Rail Access Improvements: 5th Ave NE (180th to 182th)
16. Light Rail Access Improvements: 5th Ave NE (175th to 180th)
17. Light Rail Access Improvements: 1st Ave NE (145th to 149th)
18. Meridian Ave N (N 145th St to N 205th St)
19. Ridgecrest Safe Routes to School
20. Citywide Spot Safety Improvements

Unfunded Projects

21. N 160th from Aurora to Dayton
22. 15th Avenue NE (NE 175th Street to NE 205th Street)
23. NE Perkins Way Improvements (10th Ave NE to 15th Ave NE)
24. N 165th St and Carlyle Hall Rd N (Sidewalk and Intersection Safety)
25. Ballinger Way (NE 205th St to 19th Ave NE – Access Control Preliminary Design)
26. N 185th St and Linden Ave N - Intersection Improvements
27. Fremont Avenue N (N 175th Street to N 185th Street)
28. Westminster Way N (South) (N 155th St to Fremont Ave NB)
29. NE 168th Street and 25th Ave NE Intersection Improvements
30. 145th Street (Interurban Trail to 3rd Ave NW)
31. Interurban Trail Crossing at SR-104
32. Light Rail Access Improvement – 10th Ave NE (180th to 185th)
33. Light Rail Access Improvement (5th Ave NE, NE 185th to NE 190th)
34. Light Rail Access Improvement (5th Ave NE, NE 190th to NE 195th)
35. Light Rail Access Improvement (1st Ave NE, N 190th to NE 195th St)
36. 3rd Ave NE Woonerf
37. 195th Pedestrian and Bike Connector

TMP Projects Funding Status

- Funded
- Partially Funded
- Unfunded
- Interurban Trail
- Park



This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

Project	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
FUNDED PROGRAMS (FULLY OR PARTIALLY)							
1. Sidewalk Rehabilitation Program	\$ 1,000,000	\$ 900,000	\$ 900,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 5,290,000
2. Sidewalk Program - New Construction	\$ 650,000	\$ 1,100,000	\$ 1,100,000	\$ 650,000	\$ 1,100,000	\$ 1,100,000	\$ 5,700,000
3. Traffic Safety Improvements	\$ 167,000	\$ 175,400	\$ 184,100	\$ 193,300	\$ 199,100	\$ 208,500	\$ 1,127,400
4. Annual Road Surface Maintenance Program	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 7,200,000
5. Traffic Signal and Intelligent Transportation System (ITS) Improvements	\$ 134,000	\$ 140,700	\$ 147,800	\$ 152,200	\$ 156,700	\$ 163,400	\$ 894,800
							\$ 20,212,200
FUNDED PROJECTS (FULLY OR PARTIALLY)							
6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5	\$ 9,330,000	\$ 3,330,000	\$ 4,573,000	\$ 10,400,000	\$ 5,900,000	\$ 10,200,000	\$ 43,733,000
7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements	\$ 3,000,000	\$ 2,000,000	\$ 9,600,000	\$ 8,000,000	\$ -	\$ -	\$ 22,600,000
8. 148th Street Non-Motorized Bridge	\$ 3,700,000	\$ 1,300,000	\$ 5,500,000	\$ 5,500,000	\$ -	\$ -	\$ 16,000,000
9. Trail Along the Rail	\$ 200,000	\$ 500,000	\$ 2,300,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 9,000,000
10. Westminster and N 155th St Improvements	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000
11. N/NE 175th Street Corridor Improvements	\$ 1,400,000	\$ 1,400,000	\$ 1,300,000	\$ 2,200,000	\$ 2,200,000	\$ 7,150,000	\$ 15,650,000
12. N/NE 185th Street Corridor Improvements	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000
13. Greenwood/Innis Arden/160th Intersection Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,056,000
14. Light Rail Access Improvements: 1st Ave NE (149th to 155th)	\$ -	\$ 726,275	\$ -	\$ -	\$ -	\$ -	\$ 726,275
15. Light Rail Access Improvements: 5 th Ave NE (180 th to 182 th)	\$ -	\$ 560,250	\$ -	\$ -	\$ -	\$ -	\$ 560,250
16. Light Rail Access Improvements: 5 th Ave NE (175th to 180 th)	\$ -	\$ 1,439,750	\$ -	\$ -	\$ -	\$ -	\$ 1,439,750
17. Light Rail Access Improvements: 1st Ave NE (145 th to 149 th)	\$ -	\$ 1,273,725	\$ -	\$ -	\$ -	\$ -	\$ 1,273,725
18. Meridian Avenue N (N 145th Street to N 205th Street)	\$ 60,000	\$ 186,800	\$ 916,900	\$ 8,617,000	\$ 8,617,000	\$ -	\$ 18,397,700
19. Ridgecrest Safe Routes to School	\$ 11,700	\$ 62,200	\$ 15,500	\$ 392,000	\$ -	\$ -	\$ 481,400
20. Citywide Spot Safety Improvements	\$ 51,000	\$ 216,800	\$ 1,136,500	\$ -	\$ -	\$ -	\$ 1,404,300
							\$ 136,337,400
UNFUNDED PROJECTS							
21. N 160th from Aurora to Dayton	\$ 300,000	\$ 400,000	\$ -	\$ -	\$ -	\$ 700,000	\$ 1,400,000
22. 15th Avenue NE (NE 175th Street to NE 205th Street)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,200,000
23. NE Perkins Way Improvements (10th Avenue NE to 15th Avenue NE)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,405,000
24. N 165th Street and Carlyle Hall Road N Sidewalk and Intersection Safety	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,500,000
25. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
26. N 185th Street and Linden Avenue N Intersection Improvements	\$ -	\$ -	\$ 500,000	\$ 1,000,000	\$ -	\$ -	\$ 1,500,000
27. Fremont Avenue N (N 175th Street to N 185th Street)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,300,000
28. Westminster Way N (South) (N 155th St to Fremont Ave NB)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000	\$ 3,500,000
29. NE 168th Street and 25th Ave NE Intersection Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000
30. 145th Street (Interurban Trail to 3rd Ave NW)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,700,000
31. Interurban Trail Crossing at SR-104	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000	\$ 1,200,000
32. Light Rail Access Improvement – 10 th Ave NE (180 th to 185 th)	\$ -	\$ -	\$ -	\$ 1,694,250	\$ -	\$ -	\$ 1,694,250
33. Light Rail Access Improvement - 5th Ave NE (NE 185th to NE 190th)	\$ -	\$ -	\$ -	\$ 1,741,500	\$ -	\$ -	\$ 1,741,500
34. Light Rail Access Improvement - 5th Ave NE (NE 190th to NE 195th)	\$ -	\$ -	\$ -	\$ 1,687,500	\$ -	\$ -	\$ 1,687,500
35. Light Rail Access Improvement - 1st Ave NE (N 190th to NE 195th Street)	\$ -	\$ -	\$ -	\$ 1,220,400	\$ -	\$ -	\$ 1,220,400
36. 3rd Ave NE Woonerf	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,780,000
37. 195th Pedestrian and Bike Connector	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
							\$ 52,128,650
	\$ 25,218,700	\$ 17,411,900	\$ 29,373,800	\$ 47,478,150	\$ 22,502,800	\$ 28,751,900	\$ 208,678,250

FUNDED PROGRAMS
(FULLY OR PARTIALLY)

Project # and Name

1. Sidewalk Rehabilitation Program (Repair & Maintenance)

Scope / Narrative

Title II under the Americans with Disabilities Act (ADA) requires a public entity to perform a self-evaluation of its programs, activities, and services, along with all policies, practices, and procedures that govern their administration. Shoreline is also required to create and implement an ADA Transition Plan to make reasonable modifications to remove barriers - both physical and programmatic.

In 2017-2018 the City completed an assessment and inventory of all sidewalk facilities and developed a draft Transition Plan focused on facilities in the right-of-way such as curb, ramps, and sidewalks. Prioritization and preliminary schedules were also included in the report. Under the Sidewalk Rehabilitation program, the City will be identifying those projects to be completed within the next 6 years and moving forward with those improvements. As the sum to complete all ADA upgrades and provide maintenance is a very high, this will be an ongoing program.

Funding

	FUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Roads Capital	\$ 1,000,000	\$ 900,000	\$ 900,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 5,290,000

Funding Outlook

Sidewalk, curb, and gutter repairs and maintenance had historically been funded through an annual transfer from the General Fund and was underfunded. In 2018, City Council approved a \$20 increase in Vehicle License Fees (VLF) to supplement funding for repair and maintenance. VLF will be collected starting in March 2019.

Based on the City's assessment and initial estimates, the cost to complete retrofits and remove all barriers in the right of way to meet ADA standards in the City is in excess of \$191 million (2018 dollars).

Project Status

As of March 1, 2019, staff is developing the program implementation plan and will begin design for 2020 construction at mid-year. This program helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

2. Sidewalk Program (New Sidewalk Construction)

Scope / Narrative

The City Council approved the 2018 Sidewalk Prioritization Plan on June 4, 2018 which created the groundwork for a ballot measure in the November 2018 general election. The ballot measure, Proposition 1, was approved by voters to fund new sidewalk construction. The New Sidewalk Program will be funded through the issuance of bonds supported by Transportation Benefit District 0.2% Sales Tax collected over a 20-year period. The ballot measure identified 12 specific projects to be completed under this program. These projects are listed below in no particular order:

1. 15th Ave NE (from NE 150th ST to NE 160th ST)
2. Meridian Ave N (from N 194th ST to N 205th ST)*
3. 8th Ave NW (from north side of Sunset Park to Richmond Beach RD NW)
4. Dayton Ave N (from N 178th ST to N Richmond Beach RD)
5. 19th Ave NE (from NE 196th ST to NE 205th ST)
6. 1st Ave NE (NE 192nd ST to NE 195th ST)
7. Westminster Way N (from N 145th ST to N 153rd ST)
8. Ballinger Way NE (19th Ave NE to 25th Ave NE)*
9. Dayton Ave N (from N 155th ST to N 160th ST)**
10. 5th Ave NE (from NE 175th ST to NE 185th ST)**
11. Linden Ave N (from N 175th ST to N 185th ST)
12. 20th Ave NW (from Saltwater Park entrance to NW 195th ST)

* *Puts sidewalk on second side (bus route)*

** *Two sides of the street (bus route)*

Prioritization of these projects will be driven by the 2018 sidewalk prioritization plan and specific opportunities to combine with other capital projects and funding.

If there should be additional funds from this source after completion of the 12 projects listed, additional projects will be selected from the 2018 Sidewalk Prioritization Plan. The 2018 Sidewalk Prioritization Plan identifies and provides initial prioritization for additional new construction. The City will continue to look for outside funding opportunities. New sidewalk will also be constructed as the result of private development.

[Link to the 2018 Sidewalk Prioritization Plan](#)

Funding

	FUNDED (annual amounts are currently estimates)						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Bond Issued	\$ 650,000	\$ 1,100,000	\$ 1,100,000	\$ 650,000	\$ 1,100,000	\$ 1,100,000	\$ 5,700,000

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Funding Outlook

A series of Limited Tax General Obligation bonds will be issued that will be repaid by the revenue generated by the 0.2% TBD Sales Tax. The principal amount will be limited to \$42 million, which is the amount that staff estimates could be supported by the estimated \$59 million in revenue. The bond series authorized for issuance will have a decreasing laddered maturity with a maximum 20-year maturity to match the remaining term of the tax.

Staff will compare the revenue projections and the expenditures to determine and assess opportunities to build additional projects in accordance with the ballot measure during each biennial budget process and prior to issuing each debt series.

Project Status

Part of the initial program development includes assessing delivery of this program and project prioritization. The preliminary target is to construct two (2) projects per year beginning in 2020, which would result in the completion of these initial 12 projects in 2026 or 2027.

This program helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input checked="" type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

3. Traffic Safety Improvements

Scope / Narrative

This program addresses priority traffic and pedestrian safety concerns on both arterial and local streets. The primary purpose of this program is to design and implement small spot improvement projects to improve safety and enhance the livability of neighborhoods. Projects include traffic calming devices (speed humps, radar speed display signs, etc.), capital infrastructure (curb ramps, sidewalks, etc.), and operational changes (bike lanes, turn lanes, school signing, etc.).

Funding

	PARTIALLY FUNDED					UNFUNDED	
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Roads Capital	\$ 167,000	\$ 175,400	\$ 184,100	\$ 193,300	\$ 199,100	\$ 208,500	\$ 1,127,400

Funding Outlook

This program is currently underfunded. Additional improvements that could be implemented with supplemental funding include street lighting, ADA compliance upgrades, small sidewalk projects, and projects identified in the Neighborhood Traffic Action Plans. Addressing all the projects identified as high priority by residents in the traffic plans is estimated at over \$40 million.

Project Status

Annual program, 2020-2025. This program helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service and Goal 5: Promote and enhance the City's safe community and neighborhood programs and initiatives.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

4. Annual Road Surface Maintenance Program

Scope / Narrative

The City's long-term road surface maintenance program is designed to maintain the City's roadway system at the highest Pavement Condition Index (PCI) rating within the limits of available funding. PCI is reassessed and recalibrated City-wide at 5 year intervals. Roadway maintenance is accomplished by using a combination of asphalt concrete overlays and bituminous surface treatment (BST), both of which are preventative maintenance techniques. Asphalt overlays are used to maintain the structure of arterial streets, which have higher traffic volumes and higher wear, and BST is employed on residential streets, which have lower traffic volumes, lower wear and, if well maintained, a generally longer life span. These techniques typically extend pavement life between 10 and 15 years. Each year, the City identifies streets that require maintenance through this program. To maximize the impact of available funding and staff and coordinate with grant funding cycles, the City alternates each year between overlays and BST. As part of this program, the City renews pavement markings, traffic channelization and signs and incorporates Complete Street elements.

Funding

	PARTIALLY FUNDED					UNFUNDED	
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Roads Capital	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 7,200,000
Federal - STP							\$ -
PROJECT TOTAL	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 7,200,000

Funding Outlook

This program is currently funded at approximately 50 percent.

Project Status

Annual program 2020-2025. This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

5. Traffic Signal and Intelligent Transportation System (ITS) Improvements

Scope / Narrative

The maintenance of safe and efficient traffic signals is an important part of the City's responsibility to all users of the transportation network including drivers, pedestrians, and bicyclists. New traffic signal technology provides superior functionality compared to older, obsolete equipment. Intersection improvements are one of the most cost effective ways to improve traffic flow while effective maintenance and operation of traffic signals can increase safety and extend the life of the signal, decreasing overall program costs. Examples of signalized intersection improvements include, but are not limited to:

- New controllers which can accommodate transit signal priority, dynamic emergency vehicle preemption, and coordination of traffic signals along a corridor for increased efficiency.
- Functional detection to ensure signals operate dynamically, based on actual user demand.
- Back up battery systems to keep signals operational during power outages.
- Communication to a central system for efficient signal timing changes, troubleshooting, and reporting.
- Accessible Pedestrian Signals and countdown signal heads for improved safety and ADA compliance.

The ability to keep traffic signals operating and vehicles moving is a key part of Shoreline's Emergency Management Plan.

Intelligent Transportation Systems (ITS) is the application of advanced information and communications technology to transportation. ITS helps roadway users make more informed decisions about travel routes thereby improving efficiency, safety, productivity, travel time and reliability. Elements of an ITS system can include variable message signs, license plate or bluetooth/wi-fi readers, real-time traffic flow maps, traffic monitoring cameras, and communication between traffic signals and a Traffic Management Center (TMC). Existing City ITS components include fiber optic lines, traffic monitoring cameras, and a central signal system for signals along Aurora. The City began operation of a TMC in 2013 to help manage these systems which may be expanded or modified as the City's ITS system grows. This project will fully integrate all City signals, with ITS improvements where appropriate, including traffic monitoring cameras. Future expansions of the system may include coordination with traffic signals in Seattle, cities to the north, and those operated by WSDOT.

Funding

	PARTIALLY FUNDED					UNFUNDED	
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Roads Capital	\$ 134,000	\$ 140,700	\$ 147,800	\$ 152,200	\$ 156,700	\$ 163,400	\$ 894,800

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Funding Outlook

Historically King County supported the City of Shoreline's major signal rehabilitation efforts. King County is no longer able to support major signal rehabilitation efforts. This shift in how the program is delivered significantly increases the cost of signal rehabilitation. Approximately \$300,000 is needed in order to rebuild a single signalized intersection using a standard design and contracting process. Under the current funding scenario, this allows for approximately one signal to be rebuilt every two years. The City has remained on schedule to rebuild an average of two signals each year, in part due to grant-funded CIP projects, such as the Aurora Corridor Improvement Project and the Meridian & 155th Intersection Improvements however without new grant awards, the City will fall behind schedule. The program is currently underfunded by approximately \$472,000 annually to stay on the intended schedule of rebuilding two signalized intersections each year. An additional \$750,000 is needed to complete the ITS components of this project. The ITS portion of the project is currently unfunded as well.

Project Status

Annual program 2020-2025. This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

FUNDED PROJECTS
(FULLY OR PARTIALLY)

Project # and Name**6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5****Scope / Narrative**

This project is part of the implementation of the 145th Street Multimodal Corridor Study. The project will make improvements to signalized intersections in order to improve transit service, general purpose traffic, and pedestrian crossings. The project will improve pedestrian facilities along its full length of the north side of the street. The Design Phase for this project is fully funded. Given the highly competitive and limited availability of funding to complete the Right-of-Way (ROW) and Construction (CN) phases of this corridor, the City is planning to purchase ROW and construct the corridor in segments. The three corridor segments are: I-5 to Corliss, Corliss to Wallingford, and Wallingford to the Interurban Trail. The City is striving to complete the ROW and CN phases of the I-5 to Corliss segment of the project by 2023. The City has received \$25M towards implementation of the 145th Street Multimodal Corridor Study projects. At the time of publishing this document, the City is considering using approximately \$10M of this program to fund ROW from 3rd Ave to Corliss (Phase 1 below) and is pursuing multiple potential funding sources to support construction of this segment of the corridor.

The project construction schedule will be phased in 3 parts:

Phase 1: I-5 to Corliss (2018 to 2020 Design; 2019 to 2021 ROW; 2022 to 2023 CN)

Phase 2: Corliss to Wallingford (2022 Design; 2023 ROW; 2025 CN)

Phase 3: Wallingford to Aurora (unknown schedule)

Funding

	FUNDED		PARTIALLY FUNDED	UNFUNDED			
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Roads Capital	\$ 180,000	\$ 180,000	\$ 23,000				\$ 383,000
STP	\$ 1,150,000	\$ 1,150,000	\$ 150,000				\$ 2,450,000
Connecting Washington	\$ 8,000,000	\$ 2,000,000					\$ 10,000,000
TBD			\$ 4,400,000	\$ 10,400,000	\$ 5,900,000	\$ 10,200,000	\$ 30,900,000
PROJECT TOTAL	\$ 9,330,000	\$ 3,330,000	\$ 4,573,000	\$ 10,400,000	\$ 5,900,000	\$ 10,200,000	\$ 43,733,000

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Funding Outlook

The project is funded through local Roads Capital funds, federal STP funds, and other unknown funding sources (TIB or Connecting Washington). The project is separated into three phases to make each phase meaningful, logical, and fundable. All phases have design phase funding which is shared by a federal STP grant and local Roads Capital funds. Federal STP grants will be sought separately for the Right-of-Way Phase and Construction Phase of each project phase. Additional project costs will occur after 2025. Total project cost to implement the 145th Multi-modal Corridor study from I-5 to the Interurban Trail is estimated at \$94M.

Project Status

The project is in the design phase. This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

<input checked="" type="checkbox"/> Non-motorized	<input type="checkbox"/> Major Structures
<input type="checkbox"/> System Preservation	<input checked="" type="checkbox"/> Interjurisdictional Coordination
<input checked="" type="checkbox"/> Improves Efficiency & Operations	<input type="checkbox"/> Growth Management
<input checked="" type="checkbox"/> Safety	<input type="checkbox"/> Corridor Study

Project # and Name

7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements

Scope / Narrative

The City of Shoreline is currently designing the 145th and I-5 Interchange. The City's initial improvement concept, included in the City's Preferred Design Concept, proposed a new I-5 northbound on-ramp, revised 145th bridge deck channelization, and a new pedestrian bridge. The City's revised concept includes three roundabouts for the two signalized interchange intersections and the existing I-5 northbound on ramp. Traffic modeling of the roundabouts demonstrated better performance for transit and general-purpose traffic than the concept initially proposed in the City's Preferred Design Concept and at a lower cost. The Design Phase for this project is fully funded. The City is striving to complete the Right-of-Way and Construction phases of the project by 2023, prior to the opening of the light rail station near NE 145th Street and the I-5 Interchange. A specific funding source to complete this project in the desired timeframe has not been identified and the City continues to be strategic in securing funding partners to enable construction of the project by 2023.

Funding

	FUNDED	UNFUNDED					
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
STP	\$ 2,600,000						\$ 2,600,000
Roads Capital	\$ 400,000						\$ 400,000
Unkown		\$ 2,000,000	\$ 9,600,000	\$ 8,000,000			\$ 19,600,000
PROJECT TOTAL	\$ 3,000,000	\$ 2,000,000	\$ 9,600,000	\$ 8,000,000	\$ -	\$ -	\$ 22,600,000

Funding Outlook

The estimated costs for 2020 are for right-of-way acquisition and estimated costs for 2021-2023 are for construction. Those funds are expected to be supplemented with \$4.76M of federal STP funds. Project is currently scheduled for completion in 2023. Total project cost is \$24.1 million.

Project Status

The project is in the design phase. This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service and Goal 3: Continue preparation for regional mass transit in Shoreline.

Continued on next page

Purpose / Goals Achieved	
<input checked="" type="checkbox"/> Non-motorized	<input checked="" type="checkbox"/> Major Structures
<input type="checkbox"/> System Preservation	<input checked="" type="checkbox"/> Interjurisdictional Coordination
<input checked="" type="checkbox"/> Improves Efficiency & Operations	<input type="checkbox"/> Growth Management
<input checked="" type="checkbox"/> Safety	<input type="checkbox"/> Corridor Study

Project # and Name**8. 148th Street N Non-Motorized Bridge****Scope / Narrative**

This project will provide a new non-motorized bridge crossing over I-5 from the neighborhood in the vicinity of N 148th Street on the westside of I-5 into the Sound Transit Lynnwood Link Shoreline South/145th Station to be located on the eastside of I-5.

Funding

	UNFUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
CIP LOCAL FUNDS - 30% Design and Enviro Review	\$ 200,000						\$ 200,000
Unknown - Final Design and Permitting	\$ 2,000,000	\$ 1,300,000					\$ 3,300,000
Unknown - ROW	\$ 1,500,000						\$ 1,500,000
Unknown - Construction			\$ 5,500,000	\$ 5,500,000			\$ 11,000,000
PROJECT TOTAL	\$ 3,700,000	\$ 1,300,000	\$ 5,500,000	\$ 5,500,000	\$ -	\$ -	\$ 16,000,000

Funding Outlook

The total cost for this project is estimated to be approximately \$16.5 million. The \$200,000 shown in 2020 for design would require a Council amendment to the CIP or additional grant funding. These funds would be used for the study and design of multimodal access improvements from 1st Ave NE to the westside bridge landing, including a potential new pick-up/drop-off site. 30% design phase will be complete in 2020. It has been determined that the combined grant awards from all of the federal and state funding sources that the City has typically been successful in receiving will not be adequate to fund this bridge. Therefore the City will be seeking funding from the state legislature and alternative funding sources to construct this bridge.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|---|--|
| <input checked="" type="checkbox"/> Non-motorized | <input checked="" type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

9. Trail Along the Rail

Scope / Narrative

This project will provide an approximately 2.5 mile multi-use trail that roughly parallels the Lynnwood Link Light Rail guideway from 145th Street Station through the 185th Street Station and to the 195th Street Pedestrian Overcrossing. It is anticipated that portions of the Trail Along the Rail will be built by Sound Transit and it is assumed that steps can be taken working with Sound Transit to ensure that the ability to complete the Trail Along the Rail in a future year is not precluded. In order to be more competitive for funding and to better utilize development partnership opportunities the project is anticipated to be constructed in segments as follows:

Ridgecrest Park Segment: NE 161st St to NE 163rd St

Phase 1: N 185th St Station to the NE 195th St Non-motorized trail, and on-street trail connections

Phase 2: N 145th Station to N 155th St

Phase 3: N 155th St to N 175th St

Phase 4: N 175th St to N 185th St

Funding

	FUNDED	UNFUNDED					
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Ridgecrest Park	\$ 200,000		\$ 800,000				\$ 1,000,000
Phase 1		\$ 500,000	\$ 1,000,000				\$ 1,500,000
Phase 2			\$ 500,000	\$ 1,500,000			\$ 2,000,000
Phase 3				\$ 500,000	\$ 1,000,000		\$ 1,500,000
Phase 4					\$ 1,000,000	\$ 2,000,000	\$ 3,000,000
PROJECT TOTAL	\$ 200,000	\$ 500,000	\$ 2,300,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 9,000,000

Funding Outlook

The total cost for this project is estimated to be approximately \$9 million. Staff hope to leverage primarily non-federal grant sources to implement design, environmental, and construction of the various phases. Light Rail and other private development will also be building portions of the trail.

Continued on next page

Project Status

As of March 1, 2019 design for the Ridgecrest Park Phase is about to start. This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|---|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**10. Westminster and N 155th St Improvements****Scope / Narrative**

This project incorporates a series of improvements in the Community Renewal Area. Individual projects include the following:

- a. Realign the intersection at N 155th St and Westminster Way N. This project improves the main vehicle intersection and increases safety for pedestrians and bicyclists. Includes improvements to the section of N 155th St between Westminster Way N and Aurora Ave N. Most effectively done at one time and in conjunction with the redevelopment of the Sears property.
- b. Create a more pedestrian and bicycle friendly Westminster Way N from 200' SW of N 155th St to N 157th St. Envisioned as a project in the Aurora Square CRA Renewal Plan, reworking Westminster Way N in this section provides a more pedestrian and bicycle friendly section with street parking that can help unite the small triangle property to the rest of Aurora Square. Most effectively completed with the redevelopment of the triangle property.
- c. Construct a one-way N 157th St from Westminster Way N to Aurora Ave N. New street connection makes Westminster between 155th and 157th pedestrian and cycle-friendly, creates a better entrance to Aurora Square, connects the triangle property to the rest of Aurora Square, and alleviates congestion at the N 155th St Intersection. Most effectively completed with the redevelopment of the triangle property.

Funding

FUNDING SOURCE	FUNDED						2020-2025 Total
	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	
a. N 155th St (West) including intersection at Westminster - TIB Funds + Pvt. Donation	\$ 2,000,000						\$ 2,000,000
b. Westminster Way N (North) N 157th to Aurora - Development Frontage	\$ 1,500,000						\$ 1,500,000
c. Construct N 157th St - Pvt. Donation	\$ 500,000						\$ 500,000
PROJECT TOTAL	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000

Funding Outlook

These projects will be designed by the City and constructed by private development as properties within the Aurora Square Community Renewal Area are redeveloped. The cost estimate does not include funding for utility undergrounding.

Project Status

As of March 2019 project is at 100% design. ROW phase is underway. Project will be advertised later in 2019. This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5)****Scope / Narrative**

This project improves corridor safety and capacity, designing and constructing improvements which will tie in with those recently constructed by the Aurora project. This project is identified as a "growth" project in the Transportation Master Plan, thus needed to support re-development. The improvements include reconstruction of the existing street to provide two traffic lanes in each direction with a center lane for two-way left turn areas; medians and turn pockets; bicycle lanes (integrated into the sidewalk); curb, gutter, and sidewalk with planter strip where feasible; illumination; landscaping; and retaining walls. Intersections with high accident rates will be improved as part of this project. The profile of the roadway between Ashworth Avenue N and Stone Avenue N will be lowered to meet standard sight distance requirements.

The 175th project has been segmented into two phases for construction: from the I-5 interchange to Meridian; and from Meridian to Stone (just east of City Hall). 175th Street is considered a high priority as it is a primary access route to I-5, has relatively high levels of congestion, substandard sidewalks adjacent to an area with high pedestrian volumes next to elementary schools, a church with sizeable park-and-ride lot, a park, and bus stops. Given its priority both regionally and locally, the schedule is to have both segments completed in the next 10 years, after completion of the I-5 to Corliss segment of the 145th corridor.

These projects have been identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service. These projects may be funded in part by transportation impact fees.

Funding

FUNDING SOURCE	FUNDED					UNFUNDED	2020-2025 Total
	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	
Design and Enviro Review - Federal STP	\$ 1,211,000	\$ 1,211,000	\$1,124,500				\$ 3,546,500
Design and Enviro Review - Impact Fees	\$ 189,000	\$ 189,000	\$175,500				\$ 553,500
ROW - Impact Fees (TIF)				\$ 2,200,000	\$ 2,200,000		\$ 4,400,000
Construction - Unfunded						\$ 6,184,750	\$ 6,184,750
Construction - Impact Fees						\$ 965,250	\$ 965,250
PROJECT TOTAL	\$ 1,400,000	\$ 1,400,000	\$ 1,300,000	\$ 2,200,000	\$ 2,200,000	\$ 7,150,000	\$ 15,650,000

Funding Outlook

Projects identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees. The City pursued federal grant funding for design and environmental work through the Surface Transportation Program administered by PSRC in 2014 and was included as the first project eligible for funding on the contingency list. In February 2016 this project was selected off the contingency list and fully funded for design and environmental review. It is anticipated that the City will use transportation impact fees collected from private development to serve as the match for this project. The total project is expected to cost \$22,800,000.

Continued on next page

Project Status
This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved	
<input checked="" type="checkbox"/> Non-motorized	<input checked="" type="checkbox"/> Major Structures
<input checked="" type="checkbox"/> System Preservation	<input checked="" type="checkbox"/> Interjurisdictional Coordination
<input checked="" type="checkbox"/> Improves Efficiency & Operations	<input checked="" type="checkbox"/> Growth Management
<input checked="" type="checkbox"/> Safety	<input checked="" type="checkbox"/> Corridor Study

Project # and Name**12. N/NE 185th Street Corridor Improvements****Scope / Narrative**

The 185th Street Corridor Strategy will develop a corridor plan for 185th Street/10th Avenue NE/NE 180th Street that includes multi-modal transportation facilities necessary to support projected growth in the subarea, a phasing plan for implementation, and a funding strategy plan for improvements. This project is identified in the 185th Street Station Subarea Plan. Planned improvements at the intersection of 185th Street and Meridian Avenue are identified as a "growth" project in the Transportation Master Plan and can be funded by TIF funds.

The 185th Corridor will be implemented in phases. 185th Street breaks into two logical segments: 1) Aurora Ave to 1st Ave NE and 2) east of 1st Ave NE to 10th Ave NE. Segment 1 from Aurora Avenue to 1st Ave NE is proposed because it is already experiencing redevelopment and a portion of the segment is within the 185th Street Station Subarea. It also has the highest level of congestion on the corridor and will be served by King County Metro (Metro) as well as Community Transit Swift (BRT) by the year 2024.

For Segment 2, Sound Transit Lynnwood Link Light Rail Project will be constructing a significant portion of the segment east of 1st Ave NE to 10th Ave NE in time for the Shoreline North/185th Station opening in 2024. The 185th Corridor Strategy effort has assumed these improvements will remain in place. Within Segment 2, the portion east of 8th Ave NE (Shoreline North/185th Station) is expected to have lower number of bus routes, but Metro is considering a frequent service route on 10th Ave to 180th St to North City business district and beyond to Lake Forest Park. Traffic volumes on Segment 2 and 3 are expected to be less congested than Segment 1.

The remaining phases are Segment 3: 10th Ave (between 185th St and 180th St); and Segment 4: 180th St (between 10th Ave NE and 15th Ave NE). They can be implemented separately or together.

The plan is to complete Segment 1: Aurora Ave to 1st Ave NE by 2029. Segment 2: 1st Ave NE to 10th Ave NE will be substantially constructed by Sound Transit by 2024. Segment 3 and 4 is to be completed by 2037.

Funding

	FUNDED	UNFUNDED					
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
185th St Corridor Strategy (CIP)	\$15,000						\$ 15,000
185th St Corridor Improvements							\$ -
PROJECT TOTAL	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000

Funding Outlook

Currently, there is no funding secured for this project beyond the 185th St Corridor Strategy (CIP funded). Cost estimate for 185th St improvements is approximately 50 million. Cost estimate for 10 Ave improvements is approximately 9 million. Cost estimate for 180th St improvements is approximately 7 million. Projects identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees.

Project Status

Bicycle lanes were installed in 2013. The City is currently conducting the 185th Corridor Strategy and expects to have consensus on a shared vision for the corridor by 2020. This project helps to support City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service, and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements

Scope / Narrative

Acquire right-of-way and design and construct a roundabout intersection at Greenwood Ave. N, N 160th St. and N Innis Arden Way, adjacent to Shoreline Community College campus. A specific year of expenditure is not known shown only in the 2020-2025 Total column.

Funding

	PARTIALLY FUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Unknown							\$ 1,056,000

Funding Outlook

Funds are anticipated from Shoreline Community College to help fund this project as mitigation for additional traffic volume generated by the expansion of their college campus. The exact amount is unknown at this time.

Project Status

As of March 2019 preliminary design is underway. Final concept expected to be chosen by fall 2019. This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

14. Light Rail Access Improvements: 1st Ave NE (149th to 155th)

Scope / Narrative

This project enhances pedestrian access to the 145th Street light rail station by constructing sidewalks on both sides of 1st Ave NE between NE 149th and NE 155th. The project assumes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of the project area. Where possible the project will retain existing sidewalks.

Funding

	PARTIALLY FUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Funded by Sound Transit (scope adjusted to match available funding)		\$ 726,275					\$ 726,275
PROJECT TOTAL	\$ -	\$ 726,275	\$ -	\$ -	\$ -	\$ -	\$ 726,275

Funding Outlook

Sound Transit is providing \$2 million for access improvements serving the 145th station. This project was initially scoped at \$1,503,900.00. Only partial funds of \$726,275.00 are available through Sound Transit to fund these access improvements (see Project No. 17). The project scope will be reduced to match the current available funding. Staff will continue to seek additional funding and add additional scope if it becomes available.

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic climate and opportunities, Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service, and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**15. Light Rail Access Improvements: 5th Ave NE (180th to 182nd)****Scope / Narrative**

This project enhances pedestrian access to the 185th Street light rail station by constructing sidewalks on both side of the street to connect with Sound Transit improvements. The project assumes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of the project area.

Funding

	FUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Sound Transit		\$ 560,250					\$ 560,250
PROJECT TOTAL	\$ -	\$ 560,250	\$ -	\$ -	\$ -	\$ -	\$ 560,250

Funding Outlook

Sound Transit is providing \$2 million for access improvements serving the 185th station. This project will be fully funded through these Sound Transit funds at \$560,250.00 (also see Project No. 16).

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic climate and opportunities, Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service, and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

16. Light Rail Access Improvements: 5th Ave NE (175th to 180th)

Scope / Narrative

This project enhances pedestrian and bicycle access to the 185th Street light rail station. The project assumes design & construction of sidewalks, an amenity zone, and curb and gutter as well as bike lanes along both sides of 5th Ave NE from NE 175th to 180th.

Funding

	FUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Partially funded by Sound Transit (scope adjusted to match available funding)		\$ 1,439,750					\$ 1,439,750
							\$ -
PROJECT TOTAL	\$ -	\$ 1,439,750	\$ -	\$ -	\$ -	\$ -	\$ 1,439,750

Funding Outlook

Sound Transit is providing \$2 million for access improvements serving the 185th station. This project was initially scoped at \$1,765,800.00. Only partial funds of \$1,439,750.00 are available through Sound Transit to fund these access improvements (see Project No. 15). The project scope will be reduced to match the current available funding. Staff will continue to seek additional funding and add additional scope if it becomes available.

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic climate and opportunities, Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service, and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

17. Light Rail Access Improvements: 1st Ave NE (145th to 149th)

Scope / Narrative

This project enhances pedestrian access to the 145th Street light rail station by constructing sidewalks on both side of 1st Ave between NE 145th and 149th. The project assumes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of the project area.

Funding

	FUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Sound Transit		\$ 1,273,725					\$ 1,273,725
PROJECT TOTAL	\$ -	\$ 1,273,725	\$ -	\$ -	\$ -	\$ -	\$ 1,273,725

Funding Outlook

Sound Transit is providing \$2 million for access improvements serving the 145th station. This project will be fully funded through these Sound Transit funds at \$1,273,725.00 (also see Project No. 14).

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic climate and opportunities, Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service, and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**18. Meridian Avenue N – N 145th Street to N 205th Street****Scope / Narrative**

This project incorporates a series of improvements along this corridor to improve safety and capacity including:

- Rechannelization of the roadway to add a center two-way left-turn lane and bicycle lanes (requires removal of on-street parking).
- Installation of traffic calming measures.
- Repair of damaged sidewalks, curbs and gutters, and installation of new sidewalks where missing.
- Installation of curb ramps to improve ADA accessibility.
- Roadway overlay work.
- Possible undergrounding of utilities.

Right-of-way may need to be acquired in order to meet ADA requirements around trees. This project has been identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service. These projects may be funded in part by transportation impact fees. Overlay from N 190th Street - N 205th Street is scheduled to occur in conjunction with Project #4.

Construction of corridor improvements will be done in segments with the first segment of improvements to be completed for the N 155th Street to N 175th Street segment by 2021. Specific improvements to this segment will include:

- Channelization of Meridian Ave N from N 155th Street to N 175th Street from one lane in each direction with curb side parking to one northbound lane, center turn lane, one southbound lane.
- Bike lanes in both directions or retain curb side parking as deemed appropriate.
- Updated curb ramps, install median islands, install streetlights, and
- Installation of pedestrian activated flashing beacons for existing crosswalk at N 170th Street, and at N 163rd Street.

Funding

	PARTIALLY FUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Unknown				\$ 8,617,000	\$ 8,617,000		\$ 17,234,000
Roads Capital	\$ 6,000	\$ 18,700					\$ 24,700
Federal - HSIP	\$ 54,000	\$ 168,100	\$ 916,900				\$ 1,139,000
PROJECT TOTAL	\$ 60,000	\$ 186,800	\$ 916,900	\$ 8,617,000	\$ 8,617,000	\$ -	\$ 18,397,700

Continued on next page

Funding Outlook

The N 155th Street to N 175th Street segment of the corridor is funded through the local Roads Capital funds, and federal Highway Safety Improvement Program (HSIP) funds. Proposed corridor improvements have been identified in the City’s Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service and may be funded in part by transportation impact fees. The majority of impact fees generated in the near term are anticipated to be allocated towards project #11: N/NE 175th St Corridor Improvements. This project is anticipated to recieve any remaining TIF funds for local match after 175th local match requirements are met with TIF funds.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

19. Ridgecrest Safe Routes to School

Scope / Narrative

This project will install School Speed Zone Flashers on NE 165th Street at the beginning of the school zone in both directions. This project will also install a pedestrian curb bulb out at NE 165th Street and 12th Avenue Northeast for increased crossing safety.

Detailed Project Description:

1. School Speed Zone Flashers and Radar Speed Feedback Displays
 - a. NE 165th Street and 9th Ave NE – Facing West
 - b. NE 165th Street and 15th Ave NE – Facing East
2. Pedestrian Crossing Curb Extension, Crosswalk Signage, and Markings
 - a. NE 165th Street and 12th Ave NE
3. Educational outreach to surrounding neighborhood and school postcards will be sent to residents within a quarter mile of the project, and to the school for distribution, informing drivers of the new School Speed Zone Flashers, and generally sending a reminder to be courteous and cautious within school zones.

Funding

	FULLY FUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Roads Capital	\$1,700	\$3,000	\$3,000	\$6,000			\$ 13,700
State - SRTS	\$10,000	\$59,200	\$12,500	\$386,000			\$ 467,700
PROJECT TOTAL	\$ 11,700	\$ 62,200	\$ 15,500	\$ 392,000	\$ -	\$ -	\$ 481,400

Funding Outlook

The project is funded through local Roads Capital funds, and Washington State' Safe Routes to School (SRTS) funds.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

20. Citywide Spot Safety Improvements

Scope / Narrative

This project adds a midblock crossing on NW Richmond Beach Rd between 8th Ave NW and 3rd Ave NW. In addition, pedestrian-activated rectangular rapid flashing beacon systems, and radar speed feedback signs will be installed at spot locations citywide.

1. On NW Richmond Beach Rd between 8th Ave NW and 3rd Ave NW, install a midblock crossing, including median refuge island, pedestrian activated flashing beacons, improved lighting, and ADA improvements.
2. Install a pedestrian-activated rectangular rapid flashing beacon system at Meridian Ave N/N 192nd St, Meridian Ave N/N 180th St, Meridian Ave N/N 150th St, NW Richmond Beach Rd/12th Ave NW, 200th St/Ashworth Ave N, N 185th St/Ashworth Ave N, 1st Ave NE/N 195th St, 5th Ave NE/N 195th St, and 15th Ave NE/NE 148th St.
3. Install radar speed feedback signs on 155th St west of Densmore Ave. N, NE Perkins Way west of 11th Ave NE, 15th Ave NE north of NE 192nd St.
4. Pedestrian-activated rectangular rapid flashing beacon systems will be installed at additional locations if funding allows.

Funding

FUNDING SOURCE	FUNDED						2020-2025 Total
	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	
Roads Capital	\$10,000	\$16,800					\$ 26,800
Federal - HSIP	\$41,000	\$200,000	\$1,136,500				\$ 1,377,500
PROJECT TOTAL	\$ 51,000	\$ 216,800	\$ 1,136,500	\$ -	\$ -	\$ -	\$ 1,404,300

Funding Outlook

The project is funded through local Roads Capital funds, and federal Highway Safety Improvement Program (HSIP) funds.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

UNFUNDED PROJECTS

Project # and Name

21. N 160th from Aurora to Dayton

Scope / Narrative

This project will restripe N 160th Street from Dayton Ave N to approximately Linden to 3-lanes and bike lanes as represented within the Transportation Master Plan, and subsequent Community Renewal Area planning efforts. Additional phases include new sidewalks, a gateway entrance on N 160th St for Aurora Square, and a midblock pedestrian crossing, most effectively implemented with adjacent property redevelopment.

Funding

	UNFUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Greenwood/ N 160th St/ Innis Arden intersection	\$ 300,000	\$ 400,000				\$ 700,000	\$ 1,400,000
PROJECT TOTAL	\$ 300,000	\$ 400,000	\$ -	\$ -	\$ -	\$ 700,000	\$ 1,400,000

Funding Outlook

Early phases of this project assume the restriping from Dayton Ave N to approximately Linden Ave N, sidewalk improvements along the south side of N 160th from Dayton Ave N to approximately Linden Ave N, and construction of a midblock pedestrian crossing between Linden Ave N and Fremont Pl N, funded and constructed by private development associated with the Sears property and WSDOT. Additional sidewalk improvements along the north side of N 160th, or east of the Sears property line are unfunded at this time. The cost estimate does not include the funding needed for utility undergrounding.

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic climate and opportunities and Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

22. 15th Avenue NE – NE 175th Street to NE 205th Street

Scope / Narrative

This project would construct sidewalks and accessible bus stops on the west side of the road from NE 180th St to NE 205th St. There are significant topographic challenges related to constructing a sidewalk on the west side of this arterial. A corridor study will be performed to identify a preferred transportation solution for this roadway segment. Alternatives to accommodate bicycles will be analyzed, including rechannelization of the roadway from four lanes to three. The cross-section of the road from NE 175th St to NE 180th St would be reduced from four lanes to three and bicycle lanes would be installed. Right-of-way may need to be purchased to complete this project. This project is currently unfunded and a specific year for funding is not known, therefore project costs only shown in the 2020 to 2025 Total column of the Funding table.

Funding

	UNFUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Unknown							\$ 6,200,000

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, project costs are shown only in the 2020-2025 Total column as a placeholder. More refined construction costs and a timeline for completion will be updated in future TIPs.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

23. NE Perkins Way Improvements – 10th Ave NE to 15th Ave NE

Scope / Narrative

Construct bicycle and pedestrian improvements on NE Perkins Way from 10th Ave NE to 15th Ave NE. This roadway segment currently includes two travel lanes and a pedestrian walkway on the north side separated from the travel lanes by jersey barriers. No bicycle facilities are present. This segment is part of the Northern Connector route from the Interurban Trail in Shoreline to the Burke-Gilman Trail in Lake Forest Park. Upon completion of the separated trail at NE 195th Street from 1st Ave NE to 5th Ave NE and installation of signage along the remainder of the route, this segment will remain the final gap within the connector route.

Funding

	UNFUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Unknown							\$ 4,405,000

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, project costs are shown only in the 2020-2025 Total column as a placeholder. More refined construction costs and a timeline for completion will be updated in future TIPs. This project is likely to be competitive for grant funding.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

24. N 165th Street and Carlyle Hall Road N Sidewalk and Intersection Safety

Scope / Narrative

This project will improve an odd-shaped intersection to improve visibility and safety, as well as providing pedestrian safety features. The design has not been started; an initial step will be to develop design alternatives to improve service level and safety.

Funding

	UNFUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Unknown							\$ 5,500,000

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, project costs are shown only in the 2020-2025 Total column as a placeholder. More refined construction costs and a timeline for completion will be updated in future TIPs.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

25. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design

Scope / Narrative

Access control and pedestrian improvements along this corridor are needed to address vehicular and pedestrian collisions as identified in the City's Annual Traffic Report. Preliminary design to determine the scope of access control and intersection improvements is needed as a first step. Scoping will also identify pedestrian safety improvement opportunities, specifically related to midblock crossings. Right-of-way may need to be acquired in order to provide U-turns at signals and/or at access points.

Funding

	UNFUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Unknown					\$ 300,000		\$ 300,000

Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

26. N 185th Street and Linden Avenue N Intersection Improvements

Scope / Narrative

This project would rebuild the intersection of Linden Ave N and N 185th Street in order to revise signal phasing to address at-angle collisions as noted in the City's Annual Traffic Report. This project would also decrease intersection radii to lower vehicle turning speeds and reduce pedestrian crossing distances for increased pedestrian safety. Sidewalks, curb ramps and pedestrian signal systems for ADA compliance would also be addressed. The current signal infrastructure does not have capacity to provide these phase changes and pedestrian improvements unless the intersection is rebuilt.

Funding

	UNFUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Unknown			\$ 500,000	\$ 1,000,000			\$ 1,500,000

Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**27. Fremont Avenue N – N 175th Street to N 185th Street****Scope / Narrative**

This project incorporates a series of improvements along this corridor to improve safety and capacity including:

- Rechannelization of the roadway to a three lane cross-section (one travel lane in each direction with a center turn lane) with bicycle lanes.
- Construction of sidewalks on both sides of the street. All sidewalks would be five to eight feet wide, include curb and gutter and five foot amenity zones separating the pedestrians from the roadway.
- Perform overlay/preservation work.

These projects can be constructed individually, allowing the complete set of improvement to be phased over time.

Fremont Ave N serves as a primary route to Shorewood High School and Shoreline's Town Center.

Funding

	UNFUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Unknown							\$ 7,300,000

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, project costs are shown only in the 2020-2025 Total column as a placeholder. More refined construction costs and a timeline for completion will be updated in future TIPs.

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic climate and opportunities and Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|---|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**28. Westminster Way N (South) - N 155th St to Fremont Ave NB Frontage Improvements****Scope / Narrative**

This project includes frontage and channelization improvements including widening sidewalks and/or a multi-use trail, installation of a planted median, and ADA improvements at intersections.

Funding

	UNFUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Unknown						\$ 3,500,000	\$ 3,500,000

Funding Outlook

This projects will be constructed by private development as properties within the Aurora Square Community Renewal Area are redeveloped. The cost estimate does not include the funding needed for utility undergrounding.

Project Status

As of March 2019, the first sidewalk section within 100 feet of 155th will be completed by a City project with funding from TIB. This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

29. NE 168th Street and 25th Ave NE Intersection Improvements

Scope / Narrative

This project includes installation of sidewalks and curb bulb outs for pedestrian safety and visibility and realignment of the east leg of NE 168th Street to allow for a 90 degree angle to improve traffic safety.

Funding

	UNFUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Unknown						\$ 500,000	\$ 500,000

Funding Outlook

This project is competitive for funding from the Pedestrian & Bicycle Program administered through WSDOT, Safe Routes to School, and the PSRC TAP grant. Interim improvements will be made in 2019/2020 as part of Kellog Middle School mitigation requirements. This will include all way stop control for the west leg, and realignment of the east leg.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

30. 145th Street (Interurban Trail to 3rd Ave NW)

Scope / Narrative

The 145th Street Corridor Study identified future improvements to 145th Street between Aurora Avenue and 3rd Avenue. These improvements modify the roadway to a 3-lane section with on-street bike lanes where space allows.

Funding

	UNFUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Unknown							\$ 9,700,000

Funding Outlook

No funding has been identified for this project at this time, therefore this project cost is only shown in the 2020 to 2025 Total column. Design and construction of this segment of roadway is anticipated to begin in 2023 after completion of Project No. 6 which is 145th Street (SR 523), Aurora Ave N to I-5 Corridor Improvements and Project No. 7 which is SR 523 (N/NE 145th Street) & I-5 Interchange Improvements.

Project Status

This project is scheduled to be completed after the 145th interchange and segment from I-5 to Aurora. This project would support City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input checked="" type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

31. Interurban Trail Crossing at SR-104

Scope / Narrative

This project improves safety and accessibility for the Interurban Trail crossing at SR-104 and Meridian Ave N. In addition, bike lane connections to the north (City of Edmonds) and the south (City of Shoreline) would be improved by providing dedicated bike lanes and improving access for bicyclists on this missing link of the Interurban. The scope of this project includes design and construction for:

- Curb/gutter/sidewalk to reduce vehicle turning speeds, shorten the nonmotorized crossing, and improve accessibility.
- Pavement marking removal and installation for realigned lanes and bike lane markings.
- Accessible Pedestrian Signals to improve pedestrian safety and accessibility.
- Signal pole and mast arm replacement to provide illumination for the Interurban crossing where there is currently none.
- Signal detection for bicyclists within new dedicated bike lanes.
- Sign installation and removal where needed.

Funding

	UNFUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Unknown						\$ 1,200,000	\$ 1,200,000

Funding Outlook

This project is competitive for funding from the Pedestrian & Bicycle Program administered through WSDOT, as well as the PSRC TAP grant.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|---|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

32. Light Rail Access Improvement – 10th Ave NE (180th to 185th)

Scope / Narrative

This project will provide enhanced pedestrian access to the 185th light rail including connecting to North City. Project includes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of 10th Ave NE between NE 180th street and NE 185th Street.

Funding

	UNFUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Unfunded				\$ 1,694,250			\$ 1,694,250

Funding Outlook

Sound Transit is providing \$2 million to fund access improvement projects serving the 185th Station. This project is a lower priority and access improvement funding is not expected to be available for this project.

Project Status

This project is scheduled to be completed after the 145th interchange and segment from I-5 to Aurora. This project would support City Council Goal 1: Strengthen Shoreline's economic climate and opportunities, Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service, and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

33. Light Rail Access Improvement - 5th Ave NE, NE 185th to NE 190th

Scope / Narrative

This project is identified as an access improvement project to enhance pedestrian safety in accessing the 185th Station. The project includes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of 5th Ave NE within the project area.

Funding

	UNFUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Unfunded				\$ 1,741,500			\$ 1,741,500

Funding Outlook

Sound Transit is providing \$2 million to fund access improvement projects serving the 185th Station. This project is a lower priority and access improvement funding is not expected to be available for this project.

Project Status

This project is scheduled to be completed after the 145th interchange and segment from I-5 to Aurora. This project would support City Council Goal 1: Strengthen Shoreline's economic climate and opportunities, Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service, and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

34. Light Rail Access Improvement - 5th Ave NE, NE 190th to NE 195th

Scope / Narrative

This project is identified as an access improvement project to enhance pedestrian safety in accessing the 185th Station. The project includes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of 5th Ave NE within the project area.

Funding

	UNFUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Unfunded				\$ 1,687,500			\$ 1,687,500

Funding Outlook

Sound Transit is providing \$2 million to fund access improvement projects serving the 185th Station. This project is a lower priority and access improvement funding is not expected to be available for this project.

Project Status

This project is scheduled to be completed after the 145th interchange and segment from I-5 to Aurora. This project would support City Council Goal 1: Strengthen Shoreline's economic climate and opportunities, Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service, and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

35. Light Rail Access Improvement - 1st Ave NE, N 190th to NE 195th Street

Scope / Narrative

This project is identified as an access improvement project to enhance pedestrian safety in accessing the 185th Station. The project includes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along the west side of 1st Ave NE within the project area.

Funding

	UNFUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
Sound Transit				\$ 1,220,400			\$ 1,220,400

Funding Outlook

Sound Transit is providing \$2 million to fund access improvement projects serving the 185th Station. This project is a lower priority and access improvement funding is not expected to be available for this project.

Project Status

This project is scheduled to be completed after the 145th interchange and segment from I-5 to Aurora. This project would support City Council Goal 1: Strengthen Shoreline's economic climate and opportunities, Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service, and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|---|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

36. 3rd Ave NE Woonerf

Scope / Narrative

A “woonerf” is an urban design tool which originated in the Netherlands. It is intended to transform streets from car prioritized spaces to shared spaces for all modes of transport, including pedestrians. Woonerfs are designed to reduce vehicular travel speeds, as opposed to using the traditional method of signs and speed-bumps.

A woonerf blends the line between pedestrian and vehicle paths. By removing curbs and any indication of a car travel line, while at the same time adding landscaping and street furniture, the public realm for pedestrians is expanded into what was the street. Parking areas are dispersed to prevent a wall of cars blocking access to the street. Curves are used to reduce sight lines for drivers. If a driver is able to see an exit in the distance, they will try to get there as fast as possible while disregarding the pedestrians. Sidewalks are also eliminated in a woonerf, since the idea is that people and vehicles share the same space.

The concept for the 3rd Avenue NE Woonerf is the creation of a slow-paced, curbless street where pedestrian and bicycle movements are prioritized and vehicles are invited guests by extending 3rd Avenue NE between NE 149th Street and NE 151st Street. The 3rd Avenue NE Woonerf creates a pedestrian and bike connection to the adjacent Shoreline South/145th Station and incorporates the eastern terminus of the proposed 148th street non-motorized bridge and north/south alignment of the proposed Trail Along the Rail.

Funding

	UNFUNDED						
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
No identified source							\$ 3,780,000

Funding Outlook

2018-2023 CIP budget does not include budget for design development. Because construction costs are unknown at this time, project costs are shown only in the 2020-2025 Total column as a placeholder. However, City staff plans to incorporate the Woonerf's street and frontage improvements into the Master Street Plan Update, continue project coordination with Sound Transit, and utilize the conceptual renderings as communication tools when working with the public and potential developers, and apply for grant funding.

Continued on next page

Project Status

A preliminary concept of the 3rd Ave NE Woonerf was presented to City Council on January 8, 2018. The design of the Woonerf will be advanced through ongoing coordination with Sound Transit and through the Master Street Plan Update process. In addition, the City will work with potential developers of adjacent properties to the Woonerf to coordinate street frontage and access improvements. This project supports City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input checked="" type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

37. 195th Pedestrian and Bike Connector

Scope / Narrative

This project will construct a shared-use path from 5th Ave. NE to the WSDOT Limited Access line east of 7th Ave. NE.

Funding

	PARTIALLY FUNDED					UNFUNDED	
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
No identified source		\$500,000					\$ 500,000

Funding Outlook

This project is competitive for funding from the Pedestrian & Bicycle Program administered through WSDOT, as well as the PSRC TAP grant and TIB Complete Streets.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Approval of Amendment # 1 to the City's 2017 – 2027 Comprehensive Garbage, Recyclables, and Compostables Collection Contract with Recology CleanScapes Inc.		
DEPARTMENT:	Public Works		
PRESENTED BY:	Randy Witt, Public Works 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:

In 2016, the City Council entered into a 10-year contract for the City's 2017 – 2027 Comprehensive Garbage, Recyclables, and Compostables Collection Services with Recology CleanScapes Inc. (Recology). The contract was adopted on May 2, 2016, and collection services under the new contract started on March 1, 2017.

In July of 2017, changes in market conditions started adversely affected recycling economics around the world, but especially in North America's west coast markets that relied on marketing most materials to Chinese and other Asian companies. In August 2018, Recology requested an adjustment to the contract rates to address these changes and to improve the quality and processing of recycling materials. Staff and Recology have negotiated an amendment to certain terms and conditions of the contract related to the changing market conditions for recyclables materials, including a rate adjustment. This proposed contract amendment was discussed at the March 18, 2019 City Council meeting.

The action before the Council tonight is approval of Amendment # 1 to the City's 2017 – 2027 Comprehensive Garbage, Recyclables, and Compostables Collection contract with Recology.

RESOURCE/FINANCIAL IMPACT:

This proposed amendment will increase single-family residential customers collection rates by \$1.35 per month and multifamily and commercial customers by \$2.10 per yard of garbage collected monthly. This rate increase will provide an estimated additional annual revenue of approximately \$572,000 for Recology to intensify their efforts to eliminate problematic materials from collection points through education and incentives, an increase in monitoring and rejection of unacceptable material at the curb, as well as support for material handling process changes. The City's administrative fee revenue on the recycling rate increase will generate approximately \$70,000 in additional City revenues, funding that could be used for City support of the proposed contractual and recycling program changes as well as other environmental services.

RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute Amendment # 1 to the City's 2017 – 2027 Comprehensive Garbage, Recyclables, and Compostables Collection contract with Recology CleanScapes Inc.

Approved By: ____ City Manager ____ City Attorney

BACKGROUND

In 2016, the City Council entered into a 10-year contract for the City's 2017 – 2027 Comprehensive Garbage, Recyclables, and Compostables Collection Services with Recology CleanScapes Inc. (Recology). The contract was adopted on May 2, 2016, and collection services under the new contract started on March 1, 2017.

When the City competitively procured this collection contract, most collected recyclable paper fiber and plastic materials were marketed to large consumers in China. The markets at that time were based around the needs of China's consuming mills, which allowed higher contamination levels than were traditionally accepted by domestic end-users. Historically, Chinese mills permitted 10% or more contamination in imported bales of paper and plastics. In January 2018, the Chinese Government implemented regulations that mandated that its importing mills will only accept bales containing a contamination level of less than 0.5% impurities, and in May 2019, imports of recyclable material were halted. Other countries in Southeast Asia accept recycled materials in with contamination levels less than the 0.5% impurity level, however these markets involve greater shipping costs and pay lower prices.

The City's contract with Recology allows that in the event of unforeseen temporary market circumstances that preclude or prevent compliance with the rate structure, Recology may request a temporary adjustment or other relief. The unforeseen market conditions must persist for more than nine months, after which Recology and the City would need to engage in good faith negotiations to determine a mutually acceptable course of action.

In response to this issue, Recology originally proposed a significant increase to customer rates to make capital improvements to their Materials Recovery Facility (MRF) to allow it to handle a high level of incoming contamination and to produce higher quality outbound material for domestic and export end-users. This approach does not address the "root cause" of the contamination at the customer point of collection, creates a long-term expectation that operations at the MRF will sort and then dispose of the garbage (at a higher cost for both activities), and increases the work and cost required to produce quality outbound recyclable material. Further, it does not support the Council's environmental goals.

Given these concerns, the City counter-proposed an approach that has a larger emphasis on reducing contamination at the source with a principal goal to maintain an inbound contamination level from the customer of no greater than five percent (5%) by volume for collected recyclables and no greater than three percent (3%) by volume for collected compostables. Staff retained a consultant, Jeff Brown from Epicenter Services, to assist with contract amendment negotiations. The proposed amendment reflects the results of these negotiations.

Proposed Amendment #1 to the Recology contract (Attachment A) includes additional outreach, education and incentives that support reducing contamination from recycled materials at collection, increasing monitoring and rejection of unacceptable material at the curb, development of a contamination fee and, in extreme cases, removing recycling

cart/containers from customers unable or unwilling to use the system properly. It also provides rate funding for processing improvements at the MRF.

This proposed contract amendment was discussed at the March 18, 2019 City Council meeting. The staff report for this discussion can be found at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2019/staffreport031819-8b.pdf>.

DISCUSSION

At the March 18, 2019 Council meeting, staff presented an overview of the proposed amendment with a focus on the Plan to Reduce Contamination. As part of that discussion, there were two issues that the Council asked for clarification or additional information on. These two issues are further discussed below:

Inspection and Tagging of Contaminated Carts or Containers

Recology's full Draft Plan to Reduce Contamination in Customers' Recyclables and Compostables Containers is in Attachment B. The highlights of the inspection and tagging process for recyclables will generally follow the steps identified below. Clarification on tagging and collection of tagged carts/containers, and the application of the contamination fee are highlighted. Of particular note, carts/containers that are tagged will be collected as garbage.

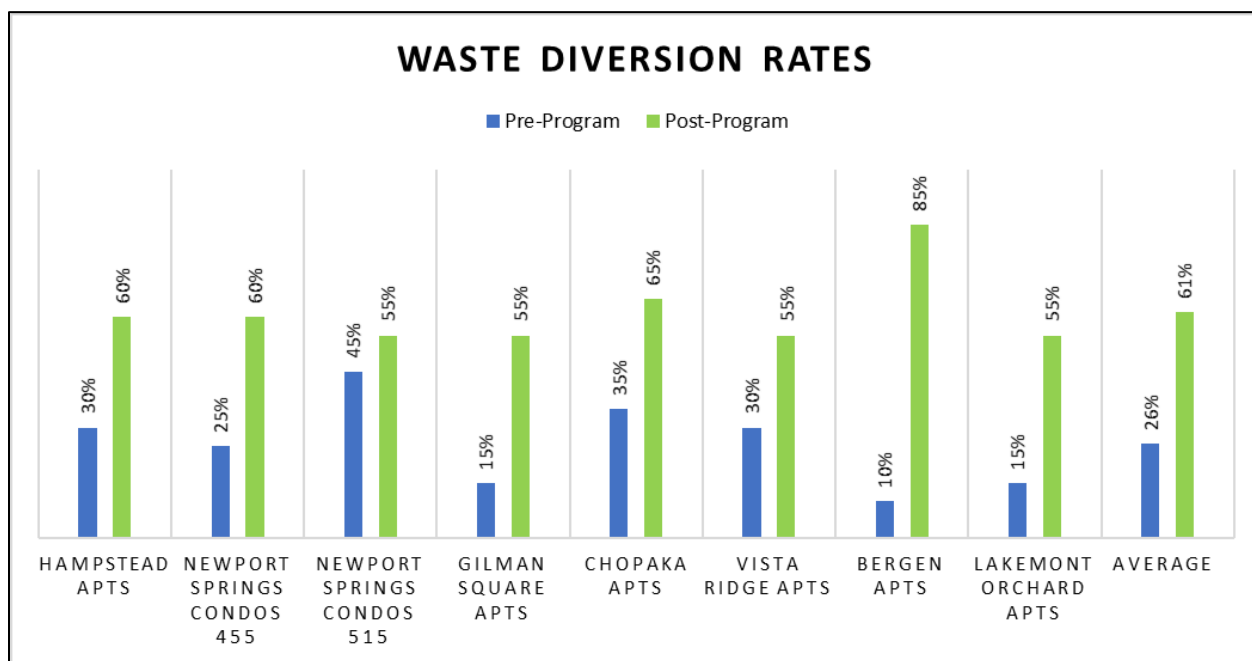
- 1) Recology will conduct visual recycling and compost audits for customers.
 1. A Recology audit team completes a visual audit of cart/container and determines if contamination by volume are above five percent (5%) in recycling.
 2. If contamination is present, a notification tag is placed on cart/container and Recology creates a contamination report using Go Canvas App with photos identifying specific contamination.
 3. Follow up communication with customer includes a phone call, letter and a site visit (see communication section below).
- 2) Customer Recyclable cart/container will be tagged and collected for the first two (2) times contamination is identified by auditing team with a yellow colored contamination tag. The cart/container will be collected as garbage at no additional cost to the customer.
- 3) On the third and every subsequent audit, the Customer will be tagged and rejected each time because an unacceptable level of contamination in the Recyclables is present with an orange colored contamination tag. The cart/container will be collected as garbage and a contamination fee applied.
- 4) Contamination fees will be applied on the third and every subsequent instance when contamination is found if a customer is unresponsive or has failed to implement and take advantage of educational resources and best management practices.
- 5) Recology may remove the customer's Recyclables and/or Compostables container if egregious contamination is on-going with no response from customer.

This approach is designed to improve customer awareness of the contamination in their cart/container and help them address the problem before assessing contamination fees or possibly removing their cart/container.

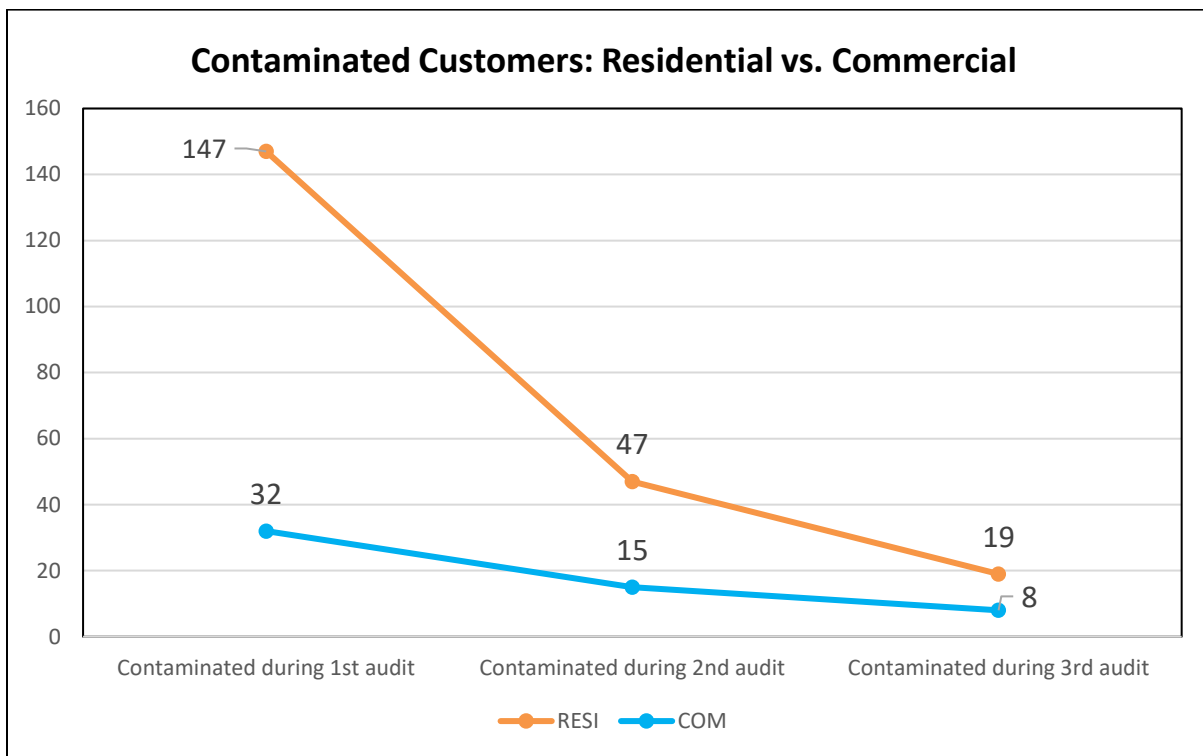
Change in Recycling Behavior with the Approaches in the Amendment

Recology has had success with the Waste Wise, Golden Dumpster Award, and the Inspection and Tagging Programs in reducing contamination in recycling in other communities. More detail can be found in Attachment C to this staff report, but a few highlights are discussed below.

The Waste Wise program has been implemented in 14 multi-family properties throughout cities served by Recology. 100% of participating properties experienced decreased levels of contamination and increased waste diversion. On average, diversion increased by 36% at participating properties. The chart below provides before and after information by property.



The Bothell Recycling Contamination Pilot Program involved Recology visually auditing 951 residential and commercial containers. Each customer that was found with high levels of contamination (5% or more) were called by Recology Outreach staff and notified of the contaminated items found in the recycling bin. Recology staff provided outreach to customers with high levels of contamination three times, calling the customer each time if contamination persisted throughout the audit period. Contamination dramatically improved as a result of the outreach Recology conducted as shown on the graph below.



Rate and Revenue Changes and Proposed Ordinance No. 858

As noted on March 18th, the proposed contract amendment will increase customer rates by \$1.35 per month per single-family residential customer, and \$2.25 per cubic yard of garbage collected each month from multifamily and commercial customers. These rates would become effective June 1, 2019.

In addition, a contamination fee of \$20.00 per cart for single-family residential customers and \$25.00 per cubic yard of container size (or per cart, for cart customers) for multifamily complex or commercial customers would be established. This fee would be assessed as described in the Plan to Reduce Contamination in Customers' Recyclables and Compostables Containers.

Combined, the change in the single-family residential and multifamily and commercial rates from the proposed amendment are estimated to generate additional annual revenue of approximately \$572,000 for Recology. The City will also receive an estimated additional \$70,000 through the administrative fee on the increase in contractor revenue related to this amendment.

The full amended rate schedule is included as Exhibit A to proposed Ordinance No. 858, which would amend SMC 3.01.500. Proposed Ordinance No. 858 will be discussed by Council tonight following this agenda item.

Staff Impacts

With an emphasis on education and outreach in developing and implementing the contamination reduction plan, staff will be involved in development, implementation support, monitoring and updating the plan. Supporting these activities may require contracting out some work activities or hiring part-time or extra help staff to ensure

program success. The additional administrative fee revenue generated through Amendment #1 could be used to fund City implementation efforts and on-going contract support.

Staff Recommendation

Staff recommends the proposed amendment as the most reasonable way to provide a sustainable increase in the quality of materials collected in Shoreline. Reducing contamination at the source is more cost-effective in the long term than attempting to process increasing levels of contamination. However, this will require a significant effort on the part of Recology to educate customers as well as monitor and enforce preparation requirements of recyclables. Additionally, the City will need to support Recology in education and outreach as well as maintaining enforcement standards. This approach is consistent with similar Recology contract amendments under consideration in other cities served by Recology.

COUNCIL GOAL ADDRESSED

This contract amendment addresses proposed 2019-2021 City Council Goal #2: *Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, Action Step #4 - Implement the 2019-2021 Priority Environmental Strategies by achieving citywide Salmon-Safe certification, developing a citywide plan based on the Station Subarea Climate Action Analysis recommendations, and exploring ways to increase rates of solid waste diversion through enhanced recycling and composting.* (Emphasis added to highlight recycling and composting).

RESOURCE/FINANCIAL IMPACT

This proposed amendment will increase single-family residential customers collection rates by \$1.35 per month and multifamily and commercial customers by \$2.10 per yard of garbage collected monthly. This rate increase will provide an estimated additional annual revenue of approximately \$572,000 for Recology to intensify their efforts to eliminate problematic materials from collection points through education and incentives, an increase in monitoring and rejection of unacceptable material at the curb, as well as support for material handling process changes. The City's administrative fee revenue on the recycling rate increase will generate approximately \$70,000 in additional City revenues; funding that could be used for City support of the proposed contractual and recycling program changes as well as other environmental services.

RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute Amendment # 1 to the City's 2017 – 2027 Comprehensive Garbage, Recyclables, and Compostables Collection contract with Recology CleanScapes Inc.

ATTACHMENTS

- Attachment A: Proposed Amendment #1 to the City's 2017 – 2027 Comprehensive Garbage, Recyclables, and Compostables Collection Contract with Recology CleanScapes Inc.
- Attachment B: Draft Plan to Reduce Contamination in Customers' Recyclables and Compostables Containers
- Attachment C: Waste Wise, Golden Dumpster Award and Inspection and Tagging Program Information

AMENDMENT #1
TO THE COMPREHENSIVE GARBAGE, RECYCLABLES AND COMPOSTABLES COLLECTION
CONTRACT
BETWEEN
CITY OF SHORELINE
AND
RECOLOGY CLEANSCAPES INC.

This AMENDMENT #1 is made and entered into this ____ day of ____, 2019 by and between the City of Shoreline, a Washington municipal corporation ("City"), and Recology CleanScapes Inc. a Washington corporation ("Contractor").

WHEREAS, the parties previously entered into a Comprehensive Garbage, Recyclables and Compostables Collection Contract dated May 25, 2016, Shoreline Receiving No. 8518 ("Contract"); and

WHEREAS, the international and domestic markets for the recyclables collected from residents and businesses by the Contractor have undergone significant adverse changes since the Contract was developed; and

WHEREAS, some materials are no longer feasibly recyclable, and the existing levels of contaminants in the collected recyclables and changes in market acceptance standards now require changes to the City's recycling collection programs; and

WHEREAS, the parties desire to amend certain terms and conditions of the Contract related to adjusting to changing market conditions for recyclables materials;

NOW THEREFORE, in consideration of the terms, conditions, and covenants contained herein, the parties agree as follows:

Section 1: Certain customer rates set forth on Attachment B of the Contract shall be adjusted to reflect the Contractor's increased cost of processing recyclable materials due to changes in the commodity market and the cost of re-educating customers as to new preparation requirements. The Collection Fee (i.e. non-Disposal Fee) component of all regular (i.e. monthly or weekly) container collection rates shall be increased by \$1.35 per month for single-family residential customers and increased by \$2.25 per cubic yard of garbage collected monthly for multifamily and commercial customers, effective June 1, 2019. This increase in the Collection Fee component of those rates shall be subject to the CPI adjustments set forth in Section 3.3.1 of the Contract effective January 1, 2020 and each January 1 thereafter. This special rate adjustment shall not apply to ancillary services, extra units, container rental, and other such fees.

Section 2: Certain sections of the Contract identified below are hereby amended to read as follows:

Contract Section 3.1.12 Requirement to Recycle and Compost, Maintaining Quality Assurance Through Monitoring is revised as follows:

The Contractor shall recycle all Source-separated Recyclables collected and compost all Source-separated Compostables collected, unless express prior written permission is provided by the City. The City's goal is to maintain an inbound contamination level of no greater than ~~ten~~ five percent (~~10~~5%) by volume for collected Recyclables and no greater than three percent (3%) by volume for collected Compostables. The Contractor shall use facilities that:

- Process materials to a high standard to maximize the recovery and recycling of all incoming marketable recyclable materials and all compostable materials;
- Are operated to minimize cross-contamination of materials that would result in otherwise Recyclable or Compostable materials being misdirected to a market or disposed where they would not be recovered;
- Are designed and operated to minimize the residual stream of otherwise Recyclable or Compostable materials destined for disposal; and
- Have sufficient pre-process screening staff, and equipment to ensure that otherwise recoverable materials do not cross-contaminate other separated Recyclable materials that are incompatible for the intended market consumer, rendering materials non-recyclable.
- Support maximum cost-effective recovery as a primary objective of the City's collection programs.

~~The City and Contractor agree that the Contractor is being fully compensated to recycle or compost materials to the highest level possible in keeping with specifications of market consumers. To this end, maximum cost-effective recovery is a primary objective of the City's collection programs.~~

~~Concurrently with the start of this Contract, the Contractor shall implement an on-route quality assurance program for Recyclables and Compostables consistent with industry best management practices for tagging, probationary periods, material rejection, and suspension of service. Attachment C contains flowcharts for current best management practices for route monitoring for both Single-family Residential and Commercial/Multifamily sectors.~~

The Contractor may refuse to collect either Recyclables or Compostables which include a visually obvious amount of contaminants. In that event, the Container's contents may not be collected and may instead be left in the Customer's Container with a prominently displayed notification tag (per Section 3.1.10) explaining the reason for rejection. If the Contractor identifies repeated contamination by a Customer despite Contractor's tagging and educational efforts, the Contractor may charge the Customer the Contamination Fee set forth in Attachment B, and/or remove the Customer's Recyclables and/or Compostables Container.

The Contractor shall develop and implement a plan to reduce contamination in Customers' Recyclables and Compostables Containers no later than April 1, 2019. If the Contractor chooses to charge Contamination Fees, such fees shall not be charged prior to the parties' mutual agreement on the plan as provided below. The

Contractor's program shall include, at a minimum, the following elements in addition to the promotion and education activities performance under Section 3.3.5:

1. Enhanced communication, education and outreach to Customers;
2. A recycling incentive program, to be called "Golden Cart and Dumpster Award Program" or similar. The program will run on an annual basis, beginning on January 1, 2020. Under it, the Contractor shall award a total of \$25,000 each year, subject to annual inflation adjustment in accordance with Section 4.3.1, distributed or credited to Customers whom the Contractor determines have demonstrated strong compliance with recycling and contamination standards. The awards may take the form of credits or discounts to the Customer's bill;
3. Involvement and attendance with at least two additional City-sponsored events per year, as directed by the City, with the purpose of promoting good recycling practices;
4. Quarterly "Where Does It Go Workshops" at its Shoreline retail location to provide instruction for interested residents and businesses on the proper ways to recycle material;
5. A "Waste Wise" program to educate Multifamily Customers, which entails door-to-door Customer education in Multifamily complexes for the purpose of educating residents and property managers on the importance reducing contamination;
6. Enhanced youth and under-represented communities education outreach programs;
7. Contractor-established contamination thresholds for when materials may be tagged and collected, tagged and rejected, assessed contamination fees, when Carts may be removed for non-compliance, and the steps required for Customers to regain their Carts; and
8. Contractor-established methods for evaluating Customer compliance with recycling and contamination standards, which shall involve a minimum of twice-yearly reviews of contamination in Customer Containers;
9. Visual inspections of aggregate truck contents from City routes ("pad inspections"). The Contractor shall conduct a pad inspections once a month from different routes and provide the City prior notice of the time and place of the pad inspections and allow the City to observe those inspections, and shall provide the results of the each pad inspection to the City;
10. Participation in regional and State programs to coordinate recycling market development and educational efforts.

The Contractor shall submit a draft contamination plan to the City no later than November 1st each year for the City's consideration. The City and Contractor shall then mutually agree upon a final plan for the following year. The plan emphasis and contamination thresholds may change from time to time to reflect progress and changing market conditions. The Contractor and City shall support each other in implementation of the plan.

The Contractor shall provide such information as the City may request regarding aggregate contamination data that is collected and maintained by the Contractor on a monthly basis. However, notwithstanding the foregoing or any other provision of this Agreement, the Contractor shall not provide any information to City regarding the contents of any individual Customer's Container.

Contract Section 4.3.4 Other Modifications is revised as follows:

Except as otherwise expressly provided for by this Contract, Contractor shall not adjust or modify rates due to employee wage increases, changes in Compostables processing fees other than directed by the City subject to 4.3.3, Garbage collection service level shifts, or other changes affecting the collection system.

In the event that unforeseen temporary market circumstances prevents or precludes compliance with the recycling requirements of Section 3.1.12, the Contractor may request a temporary rate adjustment or other relief from the requirements of that Section 3.1.12. If the City determines that an adjustment is appropriate, the City and Contractor shall negotiate in good faith the amount and mechanism of any commodity value rate adjustment, with any adjustments to occur in conjunction with overall annual rate adjustments. In connection with this review, the City and Contractor may also consider whether it is desirable to change the list of Recyclable materials in Attachment D.

The City may request any and all documentation and data reasonably necessary to evaluate such request by the Contractor, and may retain, at its own expense, an independent third party to audit and review such documentation ~~and such request~~. If such third party is retained, the City shall take reasonable steps, consistent with State law, to protect the confidential or proprietary nature of any data or information supplied by the Contractor

~~If an unforeseen market circumstance persists more than nine (9) months, the Parties agree to engage in good faith negotiations to determine a mutually acceptable course of action, including but not limited to eliminating the materials from the list of Recyclables, changing Customer preparation requirements, modifying Contractor rates, or any other mutually agreeable solution.~~

~~The City shall review the Contractor's request within one hundred twenty (120) days of receipt. Upon the City's review of the Contractor's request, the City shall approve or deny the request, at its sole discretion.~~

Contract Section 3.3.4.1 Monthly Reports, is amended to add the following bullet:

- A summary of contamination reduction efforts during the previous month, including, but not limited to, the number of problem tags issued by category of problem, the number of Containers refused collection due to contamination, the number of Customer Containers removed from a Customer's premises, the number of Customer Containers returned to a

Customer’s premises, the number of Containers by collection sector inspected for contamination, the results of any truck load sorts conducting during the previous month, the name and address of customers receiving Golden Cart and Dumpster Awards, and other activities conducted under the Contractor’s contamination reduction plan.

Contract Attachment B, Contractor Rates, is amended as set forth in Section 1 of this Amendment, and to add the following fee:

<u>Contamination Fee, per contamination plan.</u>	<u>\$20.00 per cart for Single-family Residence Customers</u>
	<u>\$25.00 per cubic yard of Container size (or per cart, for cart Customers) for Multifamily Complex or Commercial Customers</u>

Contract Attachment C, On-route Contamination Monitoring, is deleted in its entirety.

Contract Attachment D, Recyclables List, is revised as follows:

Delete the following table row: “Plastic Bags and Films”.

In witness whereof, the parties hereto have executed this Amendment to the May, 2016 Comprehensive Garbage, Recyclables and Compostables Contract as of the day and year first written above.

CITY OF SHORELINE

RECOLOGY CLEANSCAPES INC.

By_____

By_____

Its _____

Its _____

ATTEST:

By_____

APPROVED AS TO FORM:

By_____

Attachment B**Recology's Draft Plan to Reduce Contamination in Customers' Recyclables and Compostables Containers**

The goal of this plan is to reduce the contamination in customers' Recyclables and Compostables Containers to a level of no greater than five percent (5%) by volume of collected Recyclables and no greater than three percent (3%) by volume of collected Compostables. The draft plan below is in addition to the promotion and education activities in the current contract.

1. Prior to Program Implementation

- Communication
 - i. Notification Letters sent to all customers providing an overview of the problems with contamination in recycling and upcoming changes to reduce contamination in recycling at the customers cart or container, new Enhanced Outreach and Education program, contamination fees, recyclables material list changes and additional educational resources.
 - Highlight plastic bags and films are no longer accepted as recyclable material.
 - ii. Designated webpage for customers to learn more about Recology's new outreach efforts & incentive program, recyclables material list changes, proper recycling tips and free educational resources Recology can provide.
 - iii. Develop notification tags for direct communication with customers to be used when contamination surpasses the no greater than 5% by volume of collected Recyclables and no greater than 3% by volume of collected Compostables threshold.
 - Notification tags will highlight top ten (10) most common contaminants identified in the City of Shoreline and will explain the reason for rejection. Notification tags will be drafted and approved by the City. A draft notification tag is shown at the end of this plan.
- Education
 - i. Presentation to Shoreline Chamber of Commerce members to raise awareness of new Enhanced Outreach and Education program. Highlight best management practices commercial customers can implement and resources to educate staff.
 - ii. Presentation to Shoreline residents and multi-family property owners/managers at The Recology Store to raise awareness of new Enhanced Outreach and Education Program. Highlight best

management practices individuals can implement at home or in apartment complexes.

2. Program Implementation

- Contamination Reduction at Customer's Cart or Container
 - i. Recology will conduct visual recycling & compost audits for customers in the City of Shoreline. This process includes:
 - Recology audit team completes a visual audit of cart/container.
 - Recology determines if contamination by volume are above five percent (5%) in recycling or above three percent (3%) in compost.
 - If contamination is present, Recology to leave notification tag on cart/container.
 - If contamination is present, Recology to create contamination report using Go Canvas App with photos identifying specific contamination.
 - Further communication with customer will include, phone call, letter and site visit (see communication section below).
 - ii. Customer Recyclable cart/container will be tagged and collected for the first two (2) times contamination is identified by auditing team with a yellow colored contamination tag. The cart/container will be collected as garbage at no additional cost to the customer.
 - iii. On the third and every subsequent audit, the Customer will be tagged and rejected each time an unacceptable level of contamination in the Recyclables is present with an orange colored contamination tag. The cart/container will be collected as garbage and a contamination fee applied.
 - iv. Contamination fees will be applied on the third and every subsequent instance when contamination is found if a customer is unresponsive, or failed to implement and take advantage of educational resources and best management practices.
 - Recology may remove the customer's Recyclables and/or Compostables container if egregious contamination is on-going with no response from customer.
 - v. Recology's method for evaluating customer compliance with recycling and contamination standards, shall involve a minimum of twice-yearly reviews in Customer Containers. Customer Containers with unacceptable contamination levels will be subject to reinspection at a more frequent interval.
- Communication
 - i. Recology will mail the Go Canvas contamination report and letter to every customer that has unacceptable contamination levels for the first three instances of contamination. Letters will offer educational

resources to correct contamination. Letters will escalate in the following order:

- First time: Notification letter
 - Second Time: Warning letter
 - Third time: Final Warning letter – contamination fee is applied. Customer is also warned that a contamination fee will be applied to customer invoice for every subsequent instance of contamination, identified through an onsite audit.
- ii. Recology will call every customer that has unacceptable contamination levels for the first three instances of contamination. Calls will bring attention to the non-recyclable material in the recycling or compost cart/container identified in the audit and offer education resources.
- Education
 - i. Involvement and attendance with at least two additional City-sponsored events per year, as directed by the City, with the purpose of promoting good recycling practices.
 - ii. Participation in regional and State programs to coordinate recycling market development and educational efforts.
 - Washington State Recycling Association
 - Washington Refuse & Recycling Association
 - Metropolitan Solid Waste Management Advisory Committee
 - Solid Waste Advisory Committee
 - iii. Quarterly “Where Does It Go Workshops” at Recology’s Shoreline retail location hosted by a Waste Zero Specialist to provide instruction for interested residents and businesses on proper ways to recycle material.
 - Promotion of “Where Does It Go Workshops” on Facebook, Recology’s Beyond Waste Bulletin, City newsletter when applicable and invoice messages when applicable.
 - iv. A “Waste Wise” Program to educate Multifamily Customers, which entails:
 - An in-person waste consultation by a Waste Zero team member
 - Resources for common service issues
 - EcoSafe compostable bag dispenser (includes case of 1,300 compostable bags)
 - Master lock and key to secure the compostable bag dispenser
 - Door-to-door outreach to tenants
 - Reusable recycling totes and compost containers for each unit

- Educational posters available in different languages to engage with residents
- v. Enhanced youth and under-represented communities, education outreach programs.
 - Quarterly check ins with school and organization administrators or contacts to offer educational resources and summary information regarding specific site contamination issues.
 - a. Shoreline Public Schools - Resource Conservation Coordinator
 - b. Private schools - individual contacts
 - c. King County Housing Authority - Resource Conservation Specialist
- Incentives
 - i. A recycling incentive program, to be called “Golden Cart and Dumpster Award Program” or similar. The program will run on an annual basis, beginning on January 1, 2020. Under this program Recology will award a total of \$25,000 each year to customers who have demonstrated strong compliance with recycling and contamination standards. Customers who have been audited and had no instance of contamination will be eligible. The awards may take the form of credits or discounts to the customer’s bill. The amount of the award program will be increased with inflation.
 - ii. Contractor shall track all customers that demonstrated strong compliance with recycling and contamination standards. Randomized customer selection process for credits or discounts. Process to be determined at a later date to meet January 1, 2020 deadline.

3. Monitoring and Reporting Changes in Recycle Materials Contamination Levels

- Visual inspections of aggregate truck contents from City routes (a “pad inspection” where recycle material from a truck is emptied on a pad and an assessment of the contaminations is made). These will occur once a month targeting different routes.
- Monthly reporting regarding contamination reduction efforts and aggregate contamination data that is collected and maintained by Recology. (Recology will not provide any information to City regarding the contents of any individual Customer’s Container).

4. Proposed Schedule

- April 2019
 - i. City approval of plan to reduce contamination in customers’ recyclables and compostables carts/containers

- ii. City approval of customer letter to notify about new Enhanced Outreach and Education Efforts
 - iii. City approval of program notification and warning letters and notification tags
- May 2019
 - i. Presentation to the Shoreline Chamber of Commerce
 - ii. Customer letter mailed to notify about new Enhanced Outreach and Education Efforts
- June 2019
 - i. Visual audits to reduce contamination in customers' recyclables and compostable carts/containers begin
 - ii. First "pad inspection" conducted
 - iii. First monthly reporting regarding contamination reduction efforts and aggregate contamination data
- July 2019
 - i. "Where Does It Go Workshop" hosted at the Recology Store in Shoreline

Example of a Notification Tag - City of Shoreline notification tags will be developed in partnership with the City

Oops!

Your materials do not meet collection requirements. Prohibited materials (garbage and compostables) will impact recyclability.

We found the following prohibited item(s) in your recycling bin:

☐

Loose plastic bags (please bag your bags)

☐

Styrofoam™

☐

Liquids

☐

Yard waste

☐

Food waste

☐

Textiles / Clothing

☐

Latex gloves

☐

Electronics, small appliances

☐

Wax cardboard

☐

Paper towels

☐

Other: _____

Please remove the items identified above from your recycling bin to ensure consistent and on-time collection. Visit recology.com/store for drop off options for some of the items above.

Thank you for doing your part to keep materials **empty, clean and dry**, and recycling right in the Burien community!

Questions about what goes where?

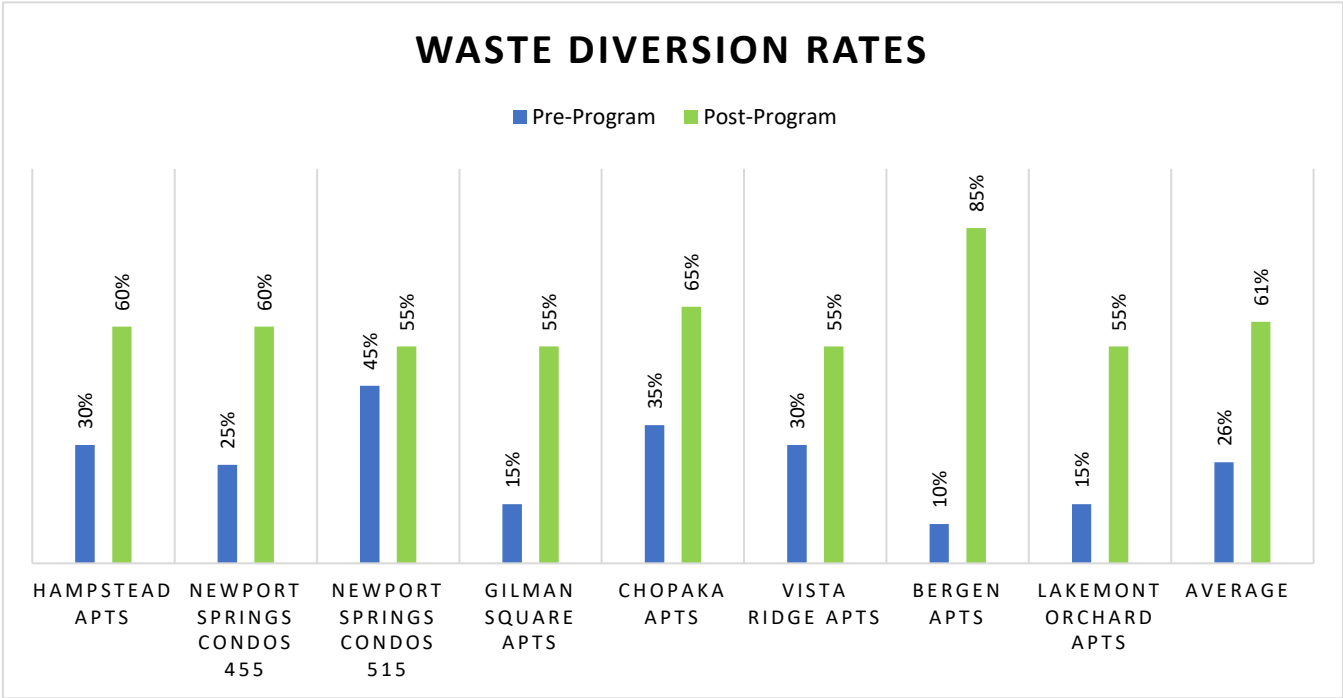
recology.com/burien
206.767.3322

Attachment C

Waste Wise Program:

Waste Wise is a behavior change program designed to educate residents at multi-family properties. This is a “high-touch” program entailing a baseline waste audit, door-to-door outreach, free educational resources and a post program audit. A recycling expert will conduct door-to-door outreach where residents will receive a reusable recycling tote, kitchen compost bin, and flyers to help residents know what items to place in which bin. Residents will also have the opportunity to interact directly with our recycling expert and utilize web based learning resources.

Waste Wise has been implemented in 14 properties throughout cities served by Recology. 100% of participating properties experienced decreased levels of contamination and increased waste diversion. On average, diversion increased by 36% at participating properties. Highlights from the program include Bergen Apartments in Issaquah, where waste diversion levels improved by 75%. At Bergen Apartments, Recology Staff were able to meet in-person with 58% of residents and door-to-door outreach was conducted in both English and Spanish. In addition, translated flyers were provided in the languages most commonly spoken on-site.



Golden Dumpster Award Program:

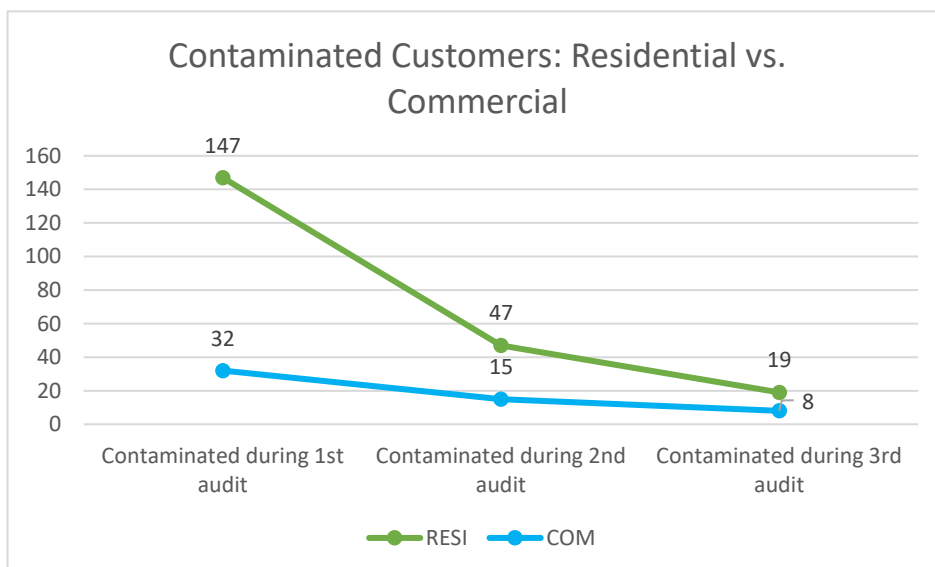
The Golden Dumpster Award program recognizes businesses that have made significant achievements in the areas of resource conservation and recycling best practices. In communities where this program has been established, businesses appreciate being recognized as sustainability leaders and share their experience with other businesses to encourage grassroots adoption of recycling and resource conservation BMPs.



Businesses learn from success stories and implement innovative programs to help with waste reduction, education and recycling right. One example, property management company CBRE, implemented Styrofoam recycling at a downtown Seattle property. This property now has successfully diverted thousands of gallons of Styrofoam from the landfill, regularly filling up several 4-yard containers each month. Another property management company utilizes newsletters to continue tenant education for their commercial building on recycling right.

Bothell Recycling Contamination Program Pilot

For this pilot program, Recology visually audited 951 residential and commercial containers. Each customer that was found with high levels of contamination (5% or more) were called by Recology Outreach staff and notified of the contaminated items found in the recycling bin. Recology staff provided outreach to customers with high levels of contamination three times, calling the customer each time if contamination persisted throughout the audit period. Contamination dramatically improved as a result of the outreach Recology conducted. During the first visual audit, 147 residential customer carts were found to exceed the contamination threshold. Out of those 147 residential customers only 19 remained contaminated on the third subsequent visit, a 78% reduction of contaminated customer carts. For commercial customers, a 75% reduction in contaminated



customers was seen due to the outreach via phone calls.

Kirkland's Organics Contamination Program

Although not serviced by Recology, the City of Kirkland implemented an organics contamination reduction program in December of 2017. A key component of this program was leaving detailed tags on customers carts that notified customers about the specific type of contamination found. Data from the first year of the program indicated that cart tagging as a behavior change tactic was effective: the repeat rate of placing a tag on a cart a 2nd time was only 13.4%, meaning out of 708 carts tagged due to excessive contamination, only 95 tags were left the second time the cart was audited. Over time fewer contamination tags were required as residential behavior was changed and instances of contamination decreased. It was found that refusal of service was an effective tactic that helped facilitate communication with unresponsive customers, allowing for education and ultimately behavior change.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Ordinance No. 858 - Amending SMC 3.01.500 Solid Waste Rate Schedule to Reflect Amendment # 1 to the City's 2017–2027 Comprehensive Garbage, Recyclables, and Compostables Collection Contract with Recology CleanScapes Inc.
DEPARTMENT:	Public Works
PRESENTED BY:	Randy Witt, Public Works Director
ACTION:	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

In 2016, the City Council entered into a 10-year contract for the City's 2017 – 2027 Comprehensive Garbage, Recyclables, and Compostables Collection Services with Recology CleanScapes Inc. (Recology). The contract was adopted on May 2, 2016, and collection services under the new contract started on March 1, 2017.

In July of 2017, changes in market conditions started adversely affected recycling economics around the world, but especially in North America's west coast markets that relied on marketing most materials to Chinese and other Asian companies. In August 2018, Recology requested an adjustment to the contract rates to address these changes and to improve the quality and processing of recycling materials. Staff and Recology have negotiated an amendment to certain terms and conditions of the contract related to the changing market conditions for recyclables materials, including a rate adjustment. This proposed contract amendment and proposed Ordinance No. 858, which provides for the rate adjustment, were discussed at the March 18, 2019 City Council meeting.

The action before the Council tonight is adoption of proposed Ordinance No. 858 amending SMC 3.01.500 Solid Waste Rate Schedule to reflect the amendment to Recology CleanScapes Comprehensive Garbage, Recycles, and Compostables Collection Contract.

RESOURCE/FINANCIAL IMPACT:

This proposed amendment will increase single-family residential customers collection rates by \$1.35 per month and multifamily and commercial customers by \$2.10 per yard of garbage collected monthly. This rate increase will provide an estimated additional annual revenue of approximately \$572,000 for Recology to intensify their efforts to eliminate problematic materials from collection points through education and incentives, an increase in monitoring and rejection of unacceptable material at the curb, as well as support for material handling process changes. The City's administrative fee revenue on the recycling rate increase will generate approximately \$70,000 in additional City

revenues; funding that could be used for City support of the proposed contractual and recycling program changes as well as other environmental services.

RECOMMENDATION

Staff recommends that Council adopt Ordinance No. 858 amending SMC 3.01.500 Solid Waste Rate Schedule.

Approved By: City Manager City Attorney

BACKGROUND

In 2016, the City Council entered into a 10-year contract for the City's 2017 – 2027 Comprehensive Garbage, Recyclables, and Compostables Collection Services with Recology CleanScapes Inc. (Recology). The contract was adopted on May 2, 2016, and collection services under the new contract started on March 1, 2017.

When the City competitively procured this collection contract, most collected recyclable paper fiber and plastic materials were marketed to large consumers in China. The markets at that time were based around the needs of China's consuming mills, which allowed higher contamination levels than were traditionally accepted by domestic end-users. Historically, Chinese mills permitted 10% or more contamination in imported bales of paper and plastics. In January 2018, the Chinese Government implemented regulations that mandated that its importing mills will only accept bales containing a contamination level of less than 0.5% impurities, and in May 2019 imports of recyclable material were halted. Other countries in Southeast Asia accept recycled materials in with contamination levels less than the 0.5% impurity level, however these markets involve greater shipping costs and pay lower prices.

The City's contract with Recology allows that in the event of unforeseen temporary market circumstances that preclude or prevent compliance with the rate structure, Recology may request a temporary adjustment or other relief. The unforeseen market conditions must persist for more than nine months, after which Recology and the City would need to engage in good faith negotiations to determine a mutually acceptable course of action. This market situation led Recology to request adjustments to customer rates to reflect their increased costs. Staff retained a consultant, Jeff Brown from Epicenter Services, to assist in reviewing the request and assist with contract amendment negotiations. The proposed amendment reflects the results of those negotiations.

To fully implement the amendment, staff prepared Ordinance No. 858 (Attachment A) that amends SMC 3.01.500 to reflect the updated rate schedule, and Exhibit A to proposed Ordinance No. 858 that contains the amended 2019 Shoreline rates. Proposed Ordinance No. 858 was discussed at the March 18, 2019 City Council meeting. The staff report for this discussion can be found at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2019/staffreport031819-8b.pdf>.

DISCUSSION

With approval of Amendment # 1 to the City's 2017 – 2027 Comprehensive Garbage, Recyclables, and Compostables Collection contract with Recology, proposed Ordinance No. 858 is necessary to amend SMC 3.01.500 to reflect the updated rate schedule. When this proposed Ordinance was discussed on March 18th, while some Councilmembers had some concerns with the proposed Recology contract amendment, there were no concerns expressed with the proposed rate increase in Ordinance No. 858. If Council does not adopt Amendment #1 to the Recology's contract, Council will not take any action on this agenda item and this proposed Ordinance will be pulled from Council consideration.

RECOMMENDATION

Staff recommends that Council adopt Ordinance No. 858 amending SMC 3.01.500 Solid Waste Rate Schedule.

ATTACHMENTS

Attachment A: Proposed Ordinance No. 858

Attachment A – Exhibit A: Amended Solid Waste Fees Rate Schedule - SMC 3.01.500

ORDINANCE NO. 858

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON,
AMENDING SHORELINE MUNICIPAL CODE SECTION 3.01.500 SOLID
WASTE RATE SCHEDULE AS ADOPTED BY ORDINANCE NO. 841.**

WHEREAS, the 2019-2020 Final Biennial Budget for the City of Shoreline was adopted by Ordinance No. 841; and

WHEREAS, Section 3 of Ordinance No. 841 adopted Shoreline Municipal Code (SMC) Section 3.01.500, which sets forth the solid waste fees imposed by the City's authorized solid waste collection company, Recology CleanScapes, Inc. (Recology); and

WHEREAS, the international and domestic markets for the recyclables collected from residents and businesses have undergone significant adverse changes with some materials no longer feasibly recyclable, and the existing levels of contaminants in the collected recyclables and changes in market acceptance standards now require changes to the City's recycling collection programs; and

WHEREAS, due to changes in market conditions which have adversely affected recycling economics, Recology requested amendment to its 10-year Comprehensive Garbage, Recycles, and Compostables Collection Contract (Receiving No. 8518), including an increase to the contract rates effective June 1, 2019; and

WHEREAS, an increase in the solid waste fees to address recycling economics is in the public health and welfare of the citizens of Shoreline;

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

Section 1. Amendment – SMC 3.01.500 Solid waste fees. SMC 3.01.500 Solid waste fees is amended as set forth in Exhibit A, attached hereto.

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 at 12:01 am PST June 1, 2019.

PASSED BY THE CITY COUNCIL ON APRIL 1, 2019

Mayor Will Hall

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Date of Publication: _____, 2019
Effective Date: June 1, 2019

**City of Shoreline
Fee Schedules**

Attachment A - Exhibit A

3.01.500 Solid Waste Rate Schedule

Effective 6/1/2019

Solid Waste Rate Schedule from CleanScapes				
Service Level	Pounds Per Unit	Disposal Fee	Collection Fee	2019 Amended Fee Total
A. MONTHLY				
1. One 32-gallon Garbage Cart	4.43	\$ 1.35	\$8.72-\$10.07	\$10.07-\$11.42
B. WEEKLY RESIDENTIAL CURBSIDE SERVICE				
1. One 10-gallon Garbage Micro-Can	6.00	\$ 1.83	\$11.09-\$12.44	\$12.92-\$14.27
2. One 20-gallon Garbage Cart	12.00	\$ 3.66	\$15.31-\$16.66	\$18.97-\$20.32
3. One 32/35 -gallon Garbage Cart	19.20	\$ 5.86	\$19.20-\$20.55	\$25.06-\$26.41
4. One 45-gallon Garbage Cart	27.00	\$ 8.25	\$26.44-\$27.79	\$34.69-\$36.04
5. One 60/64-gallon Garbage Cart	38.40	\$ 11.74	\$28.03-\$29.38	\$39.77-\$41.12
6. One 90/96-gallon Garbage Cart	57.60	\$ 17.60	\$32.19-\$33.54	\$49.79-\$51.14
7. Additional 32 Gallon Cans (weekly svc)	-	\$ 5.87	\$ 7.77	\$ 13.64
8. Extras (32 gallon equivalent)	-	\$ 1.35	\$ 2.95	\$ 4.30
9. Miscellaneous Fees:				
a. Extra Yard Debris (32 gallon bag/bundle/can)				\$ 3.11
b. 2nd and Additional 96-Gallon Yard Waste Cart				\$ 6.22
c. Contamination Charge (per cart, per contract amendment)				\$ 20.00
d. Return Trip				\$ 6.22
e. Roll-out Charge, per 25 ft, per cart, per time				\$ 3.11
f. Drive-in Charge, per month				\$ 6.22
g. Extended Vacation Hold (per week)				\$ 1.00
h. Overweight/Oversize container (per p/u)				\$ 3.11
i. Redelivery of one or more containers				\$ 10.37
j. Cart Cleaning (per cart per cleaning)				\$ 10.37
C. ON-CALL BULKY WASTE COLLECTION				
1. Non-CFC Containing Large Appliances ("white goods"), per item				\$ 20.73
2. Refrigerators/Freezers/Air Conditioners per item				\$ 31.10
3. Sofas, Chairs, per item	-	\$ 7.63	\$ 13.99	\$ 21.62
4. Mattresses, Boxsprings, per item	-	\$ 7.63	\$ 13.99	\$ 21.62
D. WEEKLY COMMERCIAL & MULTIFAMILY CAN AND CART				
1. One 20-gallon Garbage Cart	12.00	\$ 3.66	\$13.80-\$14.77	\$17.46-\$18.43
2. One 32/35-gallon Garbage Cart	19.20	\$ 5.86	\$14.99-\$16.65	\$20.85-\$22.51
3. One 45-gallon Garbage Cart	27.00	\$ 8.25	\$16.92-\$19.16	\$25.17-\$27.41
4. One 60/64-gallon Garbage Cart	38.40	\$ 11.74	\$19.10-\$22.22	\$30.84-\$33.96
5. One 90/96-gallon Garbage Cart	57.60	\$ 17.60	\$21.17-\$25.55	\$38.77-\$43.15
6. Extras (32-gallon equivalent)	-	\$ 1.35	\$ 4.06	\$ 5.41
7. Miscellaneous Fees:				
a. Weekly 64-gal Cart Yard Debris/Foodwaste service				\$ 24.92
b. Return Trip				\$ 7.89
c. Roll-out Charge, per addtn'l 25 ft, per cart, per p/u				\$ 1.97
d. Redelivery of containers				\$ 13.14
e. Cart Cleaning (per cart per cleaning)				\$ 13.14

**City of Shoreline
Fee Schedules**

Attachment A - Exhibit A

Service Level	Pounds Per Unit	Disposal Fee	Collection Fee	2019 Amended Fee Total
E. WEEKLY COMMERCIAL DETACHABLE CONTAINER (COMPACTED)				
1. 1 Cubic Yard Container	394.80	\$ 120.63	\$82.57-\$111.80	\$203.20-\$232.43
2. 1.5 Cubic Yard Container	789.60	\$ 241.28	\$162.50-\$206.34	\$403.78-\$447.62
3. 2 Cubic Yard Container	1,184.40	\$ 361.91	\$242.43-\$300.89	\$604.34-\$662.80
4. 3 Cubic Yard Container	1,579.20	\$ 482.55	\$322.36-\$410.04	\$804.91-\$892.59
5. 4 Cubic Yard Container	1,974.00	\$ 603.19	\$402.30-\$519.21	\$1,005.49-\$1,122.40
6. 6 Cubic Yard Container	2,961.00	\$ 892.63	\$440.56-\$615.93	\$1,333.19-\$1,508.56
F. COMMERCIAL DETACHABLE CONTAINER (LOOSE)				
1. 1 Cubic Yard, 1 pickup/week	112.80	\$ 34.47	\$61.46-\$71.20	\$95.93-\$105.67
2. 1 Cubic Yard, 2 pickups/week	225.60	\$ 68.93	\$116.37-\$135.86	\$185.30-\$204.70
3. 1 Cubic Yard, 3 pickups/week	338.40	\$ 103.40	\$171.26-\$200.49	\$274.66-\$303.89
4. 1 Cubic Yard, 4 pickups/week	451.20	\$ 137.88	\$226.16-\$265.13	\$364.04-\$403.01
5. 1 Cubic Yard, 5 pickups/week	564.00	\$ 172.34	\$281.06-\$329.77	\$453.40-\$502.11
6. 1.5 Cubic Yard, 1 pickup/week	169.20	\$ 51.70	\$ 85.63-\$100.24	\$137.33-\$151.94
7. 1.5 Cubic Yard, 2 pickups/week	338.40	\$ 103.40	\$164.71-\$193.94	\$268.11-\$297.34
8. 1.5 Cubic Yard, 3 pickups/week	507.60	\$ 155.11	\$243.77-\$287.61	\$398.88-\$442.72
9. 1.5 Cubic Yard, 4 pickups/week	676.80	\$ 206.81	\$322.84-\$381.30	\$529.65-\$588.11
10. 1.5 Cubic Yard, 5 pickups/week	846.00	\$ 258.51	\$401.91-\$474.98	\$660.42-\$733.49
11. 2 Cubic Yard, 1 pickups/week	225.60	\$ 68.93	\$110.25-\$129.74	\$179.18-\$198.67
12. 2 Cubic Yard, 2 pickups/week	451.20	\$ 137.88	\$213.92-\$252.89	\$351.80-\$390.77
13. 2 Cubic Yard, 3 pickups/week	676.80	\$ 206.81	\$317.60-\$376.06	\$524.41-\$582.87
14. 2 Cubic Yard, 4 pickups/week	902.40	\$ 275.74	\$421.27-\$499.21	\$697.01-\$774.95
15. 2 Cubic Yard, 5 pickups/week	1,128.00	\$ 344.68	\$524.94-\$622.37	\$869.62-\$967.05
16. 3 Cubic Yard, 1 pickup/week	338.40	\$ 103.40	\$148.97-\$178.20	\$252.37-\$281.60
17. 3 Cubic Yard, 2 pickups/week	676.80	\$ 206.81	\$291.38-\$349.84	\$498.19-\$556.65
18. 3 Cubic Yard, 3 pickups/week	1,015.20	\$ 310.21	\$433.78-\$521.46	\$743.99-\$831.67
19. 3 Cubic Yard, 4 pickups/week	1,353.60	\$ 413.62	\$576.19-\$693.10	\$989.81-\$1,106.72
20. 3 Cubic Yard, 5 pickups/week	1,692.00	\$ 517.02	\$1,129.11-\$1,275.25	\$1,646.13-\$1,792.27
21. 4 Cubic Yard, 1 pickup/week	451.20	\$ 137.88	\$187.70-\$226.67	\$325.58-\$364.55
22. 4 Cubic Yard, 2 pickups/week	902.40	\$ 275.74	\$368.84-\$446.78	\$644.58-\$722.52
23. 4 Cubic Yard, 3 pickups/week	1,353.60	\$ 413.62	\$549.99-\$666.90	\$963.61-\$1,080.52
24. 4 Cubic Yard, 4 pickups/week	1,804.80	\$ 551.49	\$731.11-\$886.99	\$1,282.60-\$1,438.48
25. 4 Cubic Yard, 5 pickups/week	2,256.00	\$ 689.37	\$912.25-\$1,107.10	\$1,601.62-\$1,796.47
26. 6 Cubic Yard, 1 pickup/week	676.80	\$ 206.81	\$265.17-\$323.63	\$471.98-\$530.44
27. 6 Cubic Yard, 2 pickups/week	1,353.60	\$ 413.62	\$523.77-\$640.68	\$937.39-\$1,054.30
28. 6 Cubic Yard, 3 pickups/week	2,030.40	\$ 620.42	\$782.35-\$957.72	\$1,402.77-\$1,578.14
29. 6 Cubic Yard, 4 pickups/week	2,707.20	\$ 827.23	\$1,040.95-\$1,274.77	\$1,868.18-\$2,102.00
30. 6 Cubic Yard, 5 pickups/week	3,384.00	\$ 1,034.04	\$1,299.55-\$1,591.83	\$2,333.59-\$2,625.87
31. 8 Cubic Yard, 1 pickup/week	902.40	\$ 275.74	\$333.89-\$411.83	\$609.63-\$687.57
32. 8 Cubic Yard, 2 pickups/week	1,804.80	\$ 551.49	\$661.20-\$817.08	\$1,212.69-\$1,368.57
33. 8 Cubic Yard, 3 pickups/week	2,707.20	\$ 827.23	\$988.53-\$1,222.35	\$1,815.76-\$2,049.58
34. 8 Cubic Yard, 4 pickups/week	3,609.60	\$ 1,102.98	\$1,315.84-\$1,627.60	\$2,418.82-\$2,730.58
35. 8 Cubic Yard, 5 pickups/week	4,512.00	\$ 1,378.72	\$1,643.16-\$2,032.86	\$3,021.88-\$3,411.58

**City of Shoreline
Fee Schedules**

Attachment A - Exhibit A

Service Level	Pounds Per Unit	Disposal Fee	Collection Fee	2019 Amended Fee Total
36. Extra loose cubic yard in container, per pickup	-	\$ 7.97	\$ 6.12	\$ 14.09
37. Extra loose cubic yard on ground, per pickup	-	\$ 7.97	\$ 19.26	\$ 27.23
38. Detachable Container Miscellaneous Fees (per occurrence):				
a. Stand-by Time (per minute)				\$ 2.10
b. Container Cleaning (per yard of container size)				\$ 13.14
c. Contamination Charge (per yard, per contract amendment)				\$ 25.00
d. Redelivery of Containers				\$ 26.29
e. Return Trip				\$ 13.14
Service Level (based on pick ups)	Daily Rent	Monthly Rent	Delivery Charge	Haul Charge
G. COMMERCIAL & MULTIFAMILY DROP-BOX COLLECTION				
1. Non-compacted 10 cubic yard Drop-box (6 boxes)	8.26	\$ 82.67	\$ 148.82	\$ 210.12
2. Non-compacted 15 cubic yard Drop-box	8.26	\$ 82.67	\$ 148.82	\$ 210.12
3. Non-compacted 20 cubic yard Drop-box (7 boxes)	8.26	\$ 115.75	\$ 148.82	\$ 255.00
4. Non-compacted 25 cubic yard Drop-box	8.26	\$ 132.28	\$ 148.82	\$ 277.37
5. Non-compacted 30 cubic yard Drop-box (11 boxes)	8.26	\$ 148.82	\$ 148.82	\$ 299.77
6. Non-compacted 40 cubic yard Drop-box (2 boxes)	8.26	\$ 165.35	\$ 148.82	\$ 344.58
7. Compacted 10 cubic yard Drop-box (2 boxes)			\$ 165.35	\$ 265.63
8. Compacted 20 cubic yard Drop-box (3 boxes)			\$ 165.35	\$ 288.03
9. Compacted 25 cubic yard Drop-box (2 boxes)			\$ 165.35	\$ 310.42
10. Compacted 30 cubic yard Drop-box (4 boxes)			\$ 165.35	\$ 332.85
11. Compacted 40 cubic yard Drop-box (1 box)			\$ 165.35	\$ 377.65
12. Drop-box Miscellaneous Fees				Per Event
a. Return Trip				\$ 32.85
b. Stand-by Time (per minute)				\$ 2.10
c. Container cleaning (per yard of container size)				\$ 13.14
d. Drop-box directed to other facility (per one-way mile)				\$ 3.94
Service Level	Pounds Per Unit	Disposal Fee	Collection Fee	Haul Charge
H. TEMPORARY COLLECTION HAULING				
1. 2 Yard detachable Container	270.00	\$ 19.06	\$ 136.46	\$ 155.52
2. 4 Yard detachable container	540.00	\$ 38.11	\$ 138.84	\$ 176.95
3. 6 Yard detachable container	810.00	\$ 57.17	\$ 141.24	\$ 198.41
4. 8 Yard detachable container	1,080.00	\$ 76.21	\$ 143.62	\$ 219.83
5. Non-compacted 10 cubic yard Drop-box				\$ 193.65
6. Non-compacted 20 cubic yard Drop-box				\$ 223.44
7. Non-compacted 30 cubic yard Drop-box				\$ 253.24
8. Non-compacted 40 cubic yard Drop-box				\$ 268.13
Service Level		Delivery Fee	Daily Rental	Monthly Rental
I. TEMPORARY COLLECTION CONTAINER RENTAL AND DELIVERY				
1. 2 Yard detachable container		\$ 85.61	\$ 4.89	\$ 58.70
2. 4 Yard detachable container		\$ 85.61	\$ 4.89	\$ 58.70
3. 6 Yard detachable container		\$ 85.61	\$ 4.89	\$ 58.70
4. 8 Yard detachable container		\$ 85.61	\$ 4.89	\$ 58.70
Service Level		Delivery Fee	Daily Rental	Monthly Rental
5. Non-compacted 10 cubic yard Drop-box		\$ 110.08	\$ 7.34	\$ 88.06
6. Non-compacted 20 cubic yard Drop-box		\$ 110.08	\$ 7.34	\$ 88.06
7. Non-compacted 30 cubic yard Drop-box		\$ 110.08	\$ 7.34	\$ 88.06
8. Non-compacted 40 cubic yard Drop-box		\$ 110.08	\$ 7.34	\$ 88.06
J. EVENT SERVICES				Per Day
1. Delivery, provision, collection of a set of 3 carts (G, R & C)				\$ 32.85
K. HOURLY RATES				Per Hour
1. Rear/Side-load packer + driver				\$ 164.27
2. Front-load packer + driver				\$ 164.27

**City of Shoreline
Fee Schedules**

Attachment A - Exhibit A

3. Drop-box Truck + driver	\$	164.27
4. Additional Labor (per person)	\$	88.73

[Ord. 806 § 3 (Exh. A), 2017; Ord. 758 § 3 (Exh. A), 2016; Ord. 728 § 3 (Exh. A), 2015; Ord. 622 § 3 (Exh. A), 2011; Ord. 585 § 3(b) (Exh. B), 2010; Ord. 563 § 4 (Exh. B), 2009]

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Ordinance No. 839 – Amending the Development Code to Expand the Deep Green Incentive Program		
DEPARTMENT:	Planning & Community Development		
PRESENTED BY:	Miranda Redinger, AICP, Senior Planner		
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:

On April 17, 2017, the City Council adopted Ordinance No. 760, which created the Deep Green Incentive Program (DGIP). The DGIP was based on Seattle's Living Building Challenge Ordinance and meant to encourage deeper levels of green building throughout the City. In 2018, staff proposed expanding the DGIP in areas outside of MUR zoning districts to other commercial zoning districts in the City in response to Council direction to expand green building mandates.

The Planning Commission held a public hearing on proposed amendments to the DGIP and made a recommendation to Council to adopt an expansion to the DGIP. The Council discussed these proposed amendments on January 14, 2019. Proposed Ordinance No. 839 (Attachment A) provide for these proposed amendments.

At the Council Study Session on January 14, the Council generally supported the Planning Commission recommendation to expand the DGIP. However, Council expressed some concern about the potential parking incentives in the DGIP.

Tonight, Council is scheduled to continue to discuss and adopt proposed Ordinance No. 839.

RESOURCE/FINANCIAL IMPACT:

There is no direct cost to expanding the DGIP, although adding a fourth tier to the DGIP would allow for a 25% reduction in permit fees for Built Green 4-Star and Passive House Institute US (PHIUS+) projects in areas outside of the Mixed-Use Residential (MUR) zoning districts.

RECOMMENDATION

Staff recommends that Council adopt Ordinance No. 839 with modifications as recommended in this staff report.

Approved By: City Manager City Attorney

BACKGROUND

In 2015, with the creation of the Mixed-Use Residential (MUR) zoning districts for the light rail subareas, the City mandated that any new building in the MUR be constructed at the Built-Green 4-Star Level (the “green building mandate”). In 2018, the City Council identified a goal to consider the expansion of green building mandates. Specifically, City Council Goal #2, Action Step #4 states the following (**emphasis added**):

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

- *Action Step #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.*

Staff began work on this goal in 2018, and on August 2, 2018, the Planning Commission discussed various options for expanding the green building mandate to commercial zoning districts as directed by this Council Action Step. For the City, these districts are: Mixed Business (MB), Town Center (TC 1 – TC 4), Community Business (CB), and Neighborhood Business (NB). The staff report for this Planning Commission meeting is available at the following link:

<http://www.shorelinewa.gov/home/showdocument?id=39436>.

The Planning Commission did not reach consensus on a recommendation and requested staff to solicit additional input from green building certification agencies, the City's Economic Development Program Manager, and market-rate developers to inform a continued discussion.

The Planning Commission considered this issue again at its September 6, 2018 meeting, and based on the further research, the staff recommendation changed. Rather than expanding the green building mandate, staff proposed expanding the DGIP, Subchapter 9, SMC 20.50, by adding a fourth tier to include incentives for Built Green 4-Star and PHIUS+ projects in areas outside of MUR zoning. The staff report for the September 6th Planning Commission meeting is available at the following link:

<http://www.shorelinewa.gov/home/showdocument?id=40690>.

The Commission held a public hearing on these amended proposed amendments on October 18, 2018 and made a recommendation to Council to adopt an expansion to the DGIP as shown in Attachment A, Exhibit A to this staff report. The staff report for the October 18th Public Hearing is available at the following link:

<http://www.shorelinewa.gov/home/showdocument?id=41043>.

Due to a procedural issue, the Commission held a second Public Hearing on December 6, 2018. No changes were made to the Commission recommendation. The staff report for the December 6th Public Hearing is available at the following link:

<http://www.shorelinewa.gov/home/showdocument?id=41431>.

The Council then discussed the Planning Commission recommended amendments, which were presented in proposed Ordinance No. 839 (Attachment A), on January 14, 2019. Several questions were raised, and potential adoption of proposed Ordinance No. 839 was rescheduled from February 4 to April 1. The staff report for the January 14th Council Study Session is available at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2019/staffreport011419-9a.pdf>.

Tonight, Council is scheduled to continue to discuss and adopt proposed Ordinance No. 839.

DISCUSSION

At the January 14, 2019 Council Study Session, the Council generally supported the Planning Commission's recommendation to expand the DGIP rather than the green building mandate that currently exists only in light rail station subareas. Council also generally supported the Commission's recommendations regarding the tiered structure of comparable programs.

Parking Reduction Incentive

Although there was general support for the Planning Commission's recommendation, the Council expressed concern about the potential to make parking reductions cumulative.

The Planning Commission's recommendation for parking reductions would add another tier of parking reductions that follows the pattern of decreasing the available reduction by 15% per tier. This would create a Tier 4 in the DGIP, which would provide for a 5% parking reduction. Shoreline Municipal Code (SMC) Section 20.50.400 currently provides for potential parking reductions available through the DGIP in three tiers: Tier 1 is eligible for a 50% reduction, Tier 2 is eligible for a 35% reduction, and Tier 3 is eligible for a 20% reduction.

The Planning Commission's recommendation also makes all potential parking reductions cumulative. SMC 20.50.400 - Reductions to minimum parking requirements (relevant sections below), articulates multiple ways to achieve a parking reduction, but SMC 20.50.400(F) and 20.50.400(G) specify that reductions may not be combined. To paraphrase the intent of each subsection of SMC 20.50.400:

- A. Outlines a variety of criteria, including proximity to high-capacity transit service throughout the city, which must be combined in order to receive a parking reduction;
- B. Outlines parking reductions available through the DGIP;
- C. Is irrelevant to the current discussion;
- D. Is irrelevant to the current discussion;
- E. Outlines parking reductions for affordable housing;
- F. Outlines parking reductions for proximity to future light rail stations, but clarifies that these may not be combined with other reductions;
- G. Clarifies that parking reductions for affordable housing or DGIP may not be combined with reductions for criteria in Subsection A.

The Planning Commission's recommendation amends SMC 20.50.400(F) and deletes SMC 20.50.400(G) in its entirety, which allows for DGIP and affordable housing parking reductions to be combined with parking reductions for proximity to light rail stations or other high-capacity transit. To understand the implications of these proposed amendments to a variety of different theoretical projects, staff calculated potential reductions for theoretical projects in different zones, with different levels of green building and different levels of affordability for the January 14th staff report and presentation. For reference the Planning Commission recommendation for SMC 20.50.400 is below:

Planning Commission Recommendation for SMC 20.50.400- Reductions to Minimum Parking Requirements

- A. Reductions of up to 25 percent may be approved by the Director using a combination of the following criteria:
1. On-street parking along the parcel's street frontage.
 2. Shared parking agreement with nearby parcels within reasonable proximity where land uses do not have conflicting parking demands. The number of on-site parking stalls requested to be reduced must match the number provided in the agreement. A record on title with King County is required.
 3. Parking management plan according to criteria established by the Director.
 4. A City approved residential parking zone (RPZ) for the surrounding neighborhood within one-quarter mile radius of the subject development. The RPZ must be paid by the developer on an annual basis.
 5. A high-capacity transit service stop within one-quarter mile of the development property line with complete City approved curbs, sidewalks, and street crossings.
 6. A pedestrian public access easement that is eight feet wide, safely lit and connects through a parcel between minimally two different rights-of-way. This easement may include other pedestrian facilities such as walkways and plazas.
 7. City approved traffic calming or traffic diverting facilities to protect the surrounding single-family neighborhoods within one-quarter mile of the development.
 8. Retention of at least 20 percent of the significant trees on a site zoned MUR-70'.
 9. Replacement of all significant trees removed on a site zoned MUR-70' as follows:
 - a. One existing significant tree of eight inches in diameter at breast height for conifers or 12 inches in diameter at breast height for all others equals one new tree.
 - b. Each additional three inches in diameter at breast height equals one additional new tree, up to three trees per significant tree removed.
 - c. Minimum Size Requirements for Replacement Trees under This Provision. Deciduous trees shall be at least one and one-half inches in caliper and evergreens six feet in height.
- B. A project applying for parking reductions under the Deep Green Incentive Program may be eligible ~~for commercial and multi-family projects~~ based on the

~~intended certification they intend to achieve. No parking reductions will be eligible for single-family projects. Parking reductions are not available in R-4 and R-6 zones. Reductions will be based on the following tiers:~~

- ~~1. Tier 1 – Living Building or Living Community Challenge Certification: up to 50% reduction in parking required under SMC 20.50.390 for projects meeting the full International Living Future Institute (ILFI) program criteria;~~
- ~~2. Tier 2 – Living Building Petal or Emerald Star Certification: up to 35% reduction in parking required under 20.50.390 for projects meeting the respective ILFI or Built Green program criteria;~~
- ~~3. Tier 3 - LEED Platinum, 5-Star, or Net Zero Energy Building/Salmon Safe, or PHIUS+ Source Zero/Salmon Safe Certification: up to 20% reduction in parking required under 20.50.390 for projects meeting the respective US Green Building Council, Built Green, or ILFI, PHIUS and/or Salmon Safe program criteria.~~
- ~~4. Tier 4- PHIUS+ or 4-Star Certification: up to 5% reduction in parking required under 20.50.390 for projects meeting the respective PHIUS or Built Green program criteria.~~

~~E. Reductions of up to 50 percent may be approved by the Director for the portion of housing providing low income housing units that are 60 percent of AMI or less as defined by the U.S. Department of Housing and Urban Development.~~

~~F. A parking reduction of 25 percent may be approved by the Director for multifamily development within one-quarter mile of the light rail station. These parking reductions may not be combined with parking reductions identified in subsections A, B and E of this section.~~

~~G. Parking reductions for affordable housing or the Deep Green Incentive Program may not be combined with parking reductions identified in subsection A of this section.~~

Council Questions and Concerns Regarding Parking Reductions

As noted above, Councilmembers had concerns with the Planning Commission's recommendation to make all parking reductions cumulative. The primary concern was that reducing parking below the level needed to actually serve development would result in spillover and make it more difficult for existing residents to utilize on-street parking.

Councilmembers also requested additional information regarding the parking reduction incentives. These Council questions and answers from staff are provided below. To obtain this information, staff consulted with representatives from the King County Department of Community and Human Services; Housing Development Consortium; affordable, senior, and market-rate housing providers; Federal Highway Administration (FHWA); and Puget Sound Regional Council (PSRC).

Council Question #1 - What other incentives are available in the DGIP aside from parking reductions?

The DGIP offers a wide variety of incentives, which fall into two categories. The first is a potential fee waiver or reduction, which could include waiving pre-application and a certain percentage of application fees, based on tier, and possibly reducing transportation impact fees, based on project-specific analysis.

The second type of incentive would be the ability to grant certain departures from Development Code standards so that the project would be able to meet certification requirements for a specific green building protocol. An example is the ability to waive standards for structural building overhangs and minor architectural encroachments into the right-of-way. This was necessary to construct the Bullitt Center in Seattle because the photovoltaic array required to produce enough net annual power to classify the building as “living” exceeded the available roof area.

Other potential departures include density bonus, lot coverage, use provisions, standards for storage of solid-waste containers, and height bonus. It is important to note that there are limitations and conditions on most of these departures. Density bonuses are only available with a 10,000 sq. ft. minimum lot size. Parking reductions and density bonuses are not allowed in single family zoning; height bonuses are not allowed in R-4, R-6, R-8, or MUR-35’ zones; and reductions to open space or setback requirements are not allowed in any zoning designations.

Council Question #2 - What is the correlation between household income bracket and rate of car ownership?

The assumption that affordable and senior housing reduces the need for parking because lower income and advanced age reduce rates of car ownership is used frequently by advocates of these types of projects when requesting parking reductions. However, this assumption is difficult to prove and may be misleading.

It is true that extremely low-income households are more likely to own fewer cars than households in higher income brackets. The table below is extrapolated from a Federal Highway Administration (FHWA) *2017 National Household Travel Survey* illustrating the number of household vehicles for this income level. Note that King County Area Median Income (AMI) brackets do not exactly match FHWA income brackets.

	Percent of Households Whose Income is Less than 30% AMI, or below \$30,100 for a four-person household (King County 2018 AMI)		
# of Vehicles	Less than \$10,000	\$10,000-\$14,999	\$15,000-\$24,999
0	43.5%	26.8%	12.6%
1	41.1%	51.9%	56.3%
2	9.8%	15.4%	21.7%

The majority of these households are more likely to own zero vehicles than two, but most do own one vehicle. Compare this to the number of vehicles owned by higher income households according to the same FHWA Travel Survey.

	Percent of Households Whose Income is Greater than 100% AMI, or above \$100,000 for a four-person household (King County 2018 AMI)		
# of Vehicles	\$100,000-\$124,999	\$125,000-\$149,999	\$150,000-\$199,999
0	1.9%	2.2%	2.4%
1	16.2%	11.9%	13.8%
2	43.1%	46.0%	42.8%

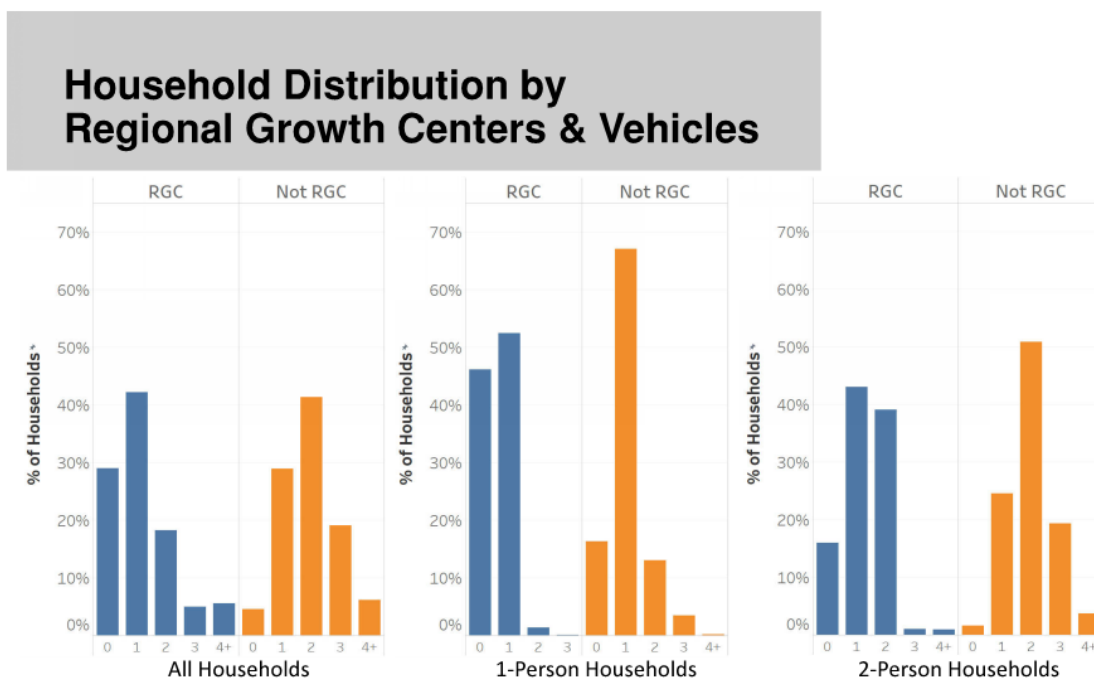
The majority of these households are more likely to own two vehicles than zero. Compare both of these to the number of vehicles owned by more modest income households according to the same FHWA Travel Survey.

	Percent of Households Whose Income is 30%-80% AMI, or \$25,000-\$74,999 for a four-person household (King County 2018 AMI)		
# of Vehicles	\$25,000-\$34,999	\$35,000-\$49,999	\$50,000-\$74,999
0	6.9%	3.8%	3.3%
1	50.6%	42.4%	31.0%
2	28.1%	33.0%	38.4%

The majority of these households own one vehicle, but are more likely to own two than zero.

These numbers do not substantiate claims that affordable housing serving populations above 30% AMI has a significantly lower parking demand than market-rate housing. Perhaps the biggest distinction regarding vehicle ownership between different income brackets is not the number of cars, but the price point for them. That said, there are other reasons to reduce parking requirements for affordable housing, primarily based on reducing the cost to develop this community amenity.

However, there are other factors that can influence rates of vehicle ownership. According to PSRC's 2017 *Puget Sound Regional Household Travel Survey*, one such factor is living within a Regional Growth Center (RGC), which is assumed to have better access to transit. The graph below illustrates this point by comparing the number of vehicles for various household sizes within and outside of RGCs. Note that households within RGCs are far more likely to own zero or one vehicle, as opposed to households not in RGCs, which are more likely to own one or two.



Council Question #3 - How do apartment managers dispense available parking stalls when there is not a one unit/one stall ratio and they are not allowed to unbundle the cost of parking from the cost of rent?

SMC 20.50.390 establishes standards for minimum off-street parking requirements, including 0.75 stalls per studio or one-bedroom apartment unit. SMC 20.50.410(C) states that *“Parking for residential units must be included in the rental or sale price of the unit. Parking spaces cannot be rented, leased, sold, or otherwise be separate from the rental or sales price of a residential unit.”*

On January 14, Council asked how parking is allocated utilizing a ratio of 0.75 stalls per unit if managers can not charge separately for parking spaces. The simplest answer is that they do not assign stalls, and spaces are occupied on a first-come/first-served basis, with residents that arrive home after all stalls have been utilized forced to find parking outside of the building.

SMC 20.50.400(A) outlines criteria for potential reductions to minimum parking requirements. This includes the ability to develop a parking management plan, which combined with at least one other criterium, could allow the Director to approve a parking reduction of up to 25%.

One recent example from an approved parking management plan shows how the dilemma of more units than stalls can be handled creatively, using a multimodal approach. The solution for this 241-unit apartment building, located near the Interurban Trail and RapidRide bus service on Aurora Avenue N, was to offer residents a choice. Upon signing a lease, the tenant chooses an assigned parking space or a fully paid ORCA card. Tenants who choose the parking space are assigned a specific stall. Tenants who chose the ORCA card are not issued a key fob, which is necessary to gain access to the parking garage. Secure bike parking and other on-site amenities are provided to reduce resident dependence on automobiles. Provisions and a Cash Guarantee for establishing a Residential Parking Zone, upon a finding by the City Engineer that this is necessary to mitigate parking impacts of the project, are also included in the parking management plan.

Staff Conclusions Regarding the Council’s Parking Questions

Based on the research conducted to answer Council questions, staff concludes the following:

- There is not a demonstrated nexus between affordable housing and reduced vehicle ownership to sufficiently justify making parking reductions for affordable housing cumulative with other options, unless the reduction is specific to extremely low-income housing (< 30% AMI).
- If Council would like to support creation of affordable housing by reducing parking requirements, and therefore the cost to develop such units, that may be a reasonable incentive to encourage local affordability.
- There is a nexus between proximity to transit and common green building amenities like bike parking to reduced parking demand.

Options for Adoption of Proposed Ordinance No. 839

The following options are available to Council regarding proposed Ordinance No. 839:

1. Adopt the Planning Commission's recommendation:

- If Council is comfortable with the proposed code language from the Planning Commission, including cumulative parking reductions, Council should move to adopt proposed Ordinance No. 839.

2. Modify the Planning Commission's recommendation:

- a. Council could modify the Planning Commission's recommendation by changing the percentage reduction between tiers.
 - If the Council would like to offer a parking reduction for a potential Tier 4 that is greater than 5%, one option would be to restructure the percentage reduction for each tier. An example would be to decrease the reduction by 10 percentage points instead of 15:
 1. Tier 1 could still offer a 50% reduction
 2. Tier 2 could offer a 40% reduction instead of 35%
 3. Tier 3 could offer a 30% reduction instead of 20%
 4. Tier 4 could offer a 20% reduction instead of 5%

Proposed Motion language is:

"I move to modify the Planning Commission recommendation for SMC 20.50.400(B)(1-4) to revise the percentage of maximum available parking reduction from 35% to 40% for Tier 2, from 20% to 30% for Tier 3, and from 5% to 20% for Tier 4."

- b. Council could also reject or modify the portion of the Planning Commission's recommendation to make parking reductions cumulative.
 - Council may choose to make parking reductions cumulative or not, or create a combination of reductions that may be cumulative, regardless of whether it modifies the tiered incentive for parking reduction. Two (2) options for motion language for this are below.
- i. To make parking reductions for green building and proximity to light rail cumulative, but not for criteria in SMC 20.50.400(A) or affordable housing, the **proposed motion language is:**
"I move to modify the Planning Commission recommendation to SMC 20.50.400(F) to unstrike "E", so "B" would be the only item removed from this regulation and unstrike SMC 20.50.400(G) in its entirety so no changes would be made to this regulation."
- ii. To not allow any parking reductions to be cumulative, the **proposed motion language is:**
"I move to reject, in its entirety, the Planning Commission's recommendation to amend SMC 20.50.400(F) and to delete SMC 20.50.400(G)."

Staff Recommendation for Proposed Ordinance No. 839

Staff recommends that Council adopt the Planning Commission recommendation with the pair of modifications below. Numbers match motion language in the previous section.

- 2a:** This would change the tiered structure of parking reductions for the DGIP from 15-percentage points between tiers to 10-percentage points.
- 2b(i):** This would make parking reductions for the DGIP cumulative with those for proximity to light rail, but not with those for RapidRide transit or affordable housing. Staff believes that there is a greater nexus between proximity to fixed-rail transit and reduced dependence on single-occupancy vehicle ownership than for affordable housing or transit stops that could change locations over time.

It is important to note that the potential amendments above are independent from each other and Council could choose to advance one, both, or neither.

RESOURCE/FINANCIAL IMPACT

There is no direct cost to expanding this program, although adding a fourth tier to the Deep Green Incentive Program would allow for a 25% reduction in permit fees for Built Green 4-Star and Passive House Institute US (PHIUS+) projects in areas outside of the Mixed-Use Residential (MUR) zones.

RECOMMENDATION

Staff recommends that Council adopt Ordinance No. 839 with modifications as recommended in this staff report.

ATTACHMENTS

Attachment A: Proposed Ordinance No. 839

Attachment A, Exhibit A: Proposed Development Code Amendments

ORDINANCE NO. 839

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON
AMENDING CHAPTERS 20.20, 20.30 AND 20.50 OF THE SHORELINE
MUNICIPAL CODE TITLE 20, THE UNIFIED DEVELOPMENT CODE,
TO EXPAND THE DEEP GREEN INCENTIVE PROGRAM.**

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, Shoreline Municipal Code (SMC) Title 20 is the Unified Development Code setting forth the zoning and development regulations for the City; and

WHEREAS, on April 17, 2017, the City Council adopted Ordinance No. 760 establishing a Deep Green Incentive Program to encourage the development of buildings that meet the criteria for sustainable certification through a variety of incentives; and

WHEREAS, certain portions of these green building regulations are mandated in the Mixed Use Residential (MUR) zones of the City's Light Rail Station Subareas; and

WHEREAS, on August 2, 2018, the Shoreline Planning Commission considered Planning Staff's recommendation to expand the green building mandate to commercial zoning districts throughout the City; and

WHEREAS, subsequently, Planning Staff solicited input from stakeholders and determined that rather than expanding the green building mandate, incentives would be provided for projects outside of the MUR zoning districts; and

WHEREAS, on September 6, 2018, the Planning Commission considered Planning Staff's revised recommendation; and

WHEREAS, on October 18, 2018, the Shoreline Planning Commission held a public hearing on the proposed amendments so as to receive public testimony and concurred with Planning Staff's recommendation for incentives outside of the MUR zoning districts; and

WHEREAS, the City provided public notice of the amendments and the public hearing as provided in SMC 20.30.070; 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, the environmental impacts of the amendments resulted in the issuance of a Determination of Non-Significance (DNS) issued on November 15, 2018 pursuant to the State Environmental Policy Act (SEPA); and

WHEREAS, to ensure procedural compliance with SEPA, the Shoreline Planning Commission held a second public hearing on December 6, 2018 and affirmed its October 18, 2018 recommendation; and

WHEREAS, on January 14, 2019, the City Council held a study session on the proposed amendments as recommended by the Planning Commission; 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 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;

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

Section 1. Amendment. Chapters 20.20, 20.30, and 20.50 of Title 20 of the Shoreline Municipal Code, Unified Development Code are amended 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. 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 1, 2019.

Mayor Will Hall

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik-Smith
City Clerk

Margaret King
City Attorney

Date of Publication: , 2019
Effective Date: , 2019

Exhibit A to Ordinance No. 839

**Amendments to Shoreline Municipal Code Title 20
Chapters 20.20, 20.30, and 20.50**

20.20.016 D definitions.

Deep Green- refers to an advanced level of green building that requires more stringent standards for energy and water use, stormwater runoff, site development, materials, and indoor air quality than required by the Building Code. With regard to the Deep Green Incentive Program, this definition is divided into tiers based on certification programs as follows:

- Tier 1- International Living Future Institute's (ILFI) Living Building Challenge™ or Living Community Challenge™;
- Tier 2- ILFI's Petal Recognition™ or Built Green's Emerald Star™; and
- Tier 3- US Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) Platinum™; Built Green's 5-Star™; or ILFI's Net Zero Energy Building™ (NZEB) or Passive House Institute US's (PHIUS)+Shift Zero™, in combination with Salmon Safe™ where applicable.
- Tier 4- Built Green's 4-Star™ or PHIUS+™.

20.30.080 Preapplication meeting.

A preapplication meeting is required prior to submitting an application for any project requesting departures through the Deep Green Incentive Program to discuss why departures are necessary to achieve certification through International Living Future Institute, Built Green, US Green Building Council, Passive House Institute US, or Salmon Safe programs. A representative from the prospective certifying agency(ies) will be invited to the meeting, but their attendance is not mandatory. If the project would not otherwise require a preapplication meeting, the fee for the preapplication meeting will be waived.

20.30.297 Administrative Design Review (Type A).

1. Administrative Design Review approval of departures from the design standards in SMC 20.50.220 through 20.50.250 and SMC 20.50.530 through 20.50.610 shall be granted by the Director upon their finding that the departure is:
 - a) Consistent with the purposes or intent of the applicable subsections; or
 - b) Justified due to unusual site constraints so that meeting the design standards represents a hardship to achieving full development potential.
2. Projects applying for the Deep Green Incentive Program by certifying through ~~for certification under~~ the Living Building or Community Challenge, Petal Recognition, Emerald Star, LEED-Platinum, 5-Star, 4-Star, PHIUS+, PHIUS+ Source Zero/Salmon Safe, or Net Zero Energy Building/Salmon Safe programs may receive departures from development standards under SMC 20.40, 20.50, 20.60, and/or 20.70 upon the Director's finding that the departures meet A and/or B above, and as further described under 20.50.630. Submittal documents shall include proof of enrollment in the programs listed above.

20.40.046(D) Mixed-Use Residential Zones

~~D. Four Star Built Green construction is required all MUR zones.~~ Construction in MUR zones must achieve green building certification through one of the following protocols: Built Green 4-Star or PHIUS+. If an affordable housing or school project is required to certify through the Evergreen Sustainable Development Standard, this protocol shall fulfill the requirement. If a project utilizes a more stringent certification protocol through the Deep Green Incentive Program, this shall fulfill the requirement.

20.50.400 Reductions to minimum parking requirements.

B. A project applying for parking reductions under the Deep Green Incentive Program may be eligible ~~for commercial and multi-family projects based on the intended certification they intend to achieve. No parking reductions will be eligible for single-family projects. Parking reductions are not available in R-4 and R-6 zones.~~ Reductions will be based on the following tiers:

1. Tier 1 – Living Building or Living Community Challenge Certification: up to 50% reduction in parking required under 20.50.390 for projects meeting the full International Living Future Institute (ILFI) program criteria;
2. Tier 2 – Living Building Petal or Emerald Star Certification: up to 35% reduction in parking required under 20.50.390 for projects meeting the respective ILFI or Built Green program criteria;
3. Tier 3 - LEED Platinum, 5-Star, PHIUS+ Source Zero/Salmon Safe, or Net Zero Energy Building/Salmon Safe Certification: up to 20% reduction in parking required under 20.50.390 for projects meeting the respective US Green Building Council, Built Green, PHIUS, ~~or~~ ILFI and/or Salmon Safe program criteria.
4. Tier 4- PHIUS+ or 4-Star: up to 5% reduction in parking required under 20.50.390 for projects meeting the PHIUS or Built Green program criteria.

C. In the event that the Director approves reductions in the parking requirement, the basis for the determination shall be articulated in writing.

D. The Director may impose performance standards and conditions of approval on a project, including a financial guarantee.

E. Reductions of up to 50 percent may be approved by the Director for the portion of housing providing low income housing units that are 60 percent of AMI or less as defined by the U.S. Department of Housing and Urban Development.

F. A parking reduction of 25 percent may be approved by the Director for multifamily development within one-quarter mile of the light rail station. These parking reductions may not be combined with parking reductions identified in subsections A, ~~B~~, and ~~E~~ of this section.

~~G. Parking reductions for affordable housing or the Deep Green Incentive Program may not be combined with parking reductions identified in subsection A of this section.~~

Subchapter 9: 20.50.630 – Deep Green Incentive Program (DGIP)

A. **Purpose.** The purpose of this section is to establish an incentive program for Living and Deep Green Buildings in the City of Shoreline. The goal of the DGIP is to encourage development that meets the International Living Future Institute's (ILFI) Living Building Challenge™, Living Community Challenge™, Petal Recognition™, or

~~Net Zero Energy Building~~TM (NZE~~B~~) programs; Built Green's Emerald StarTM ~~or~~, 5-StarTM, ~~or~~ 4-StarTM programs; the US Green Building Council's (USGBC) Leadership in Energy and Environmental DesignTM (LEED) Platinum program; Passive House Institute USTM's PHIUS+ ~~or~~ PHIUS+Source Zero programs; and/or the Salmon SafeTM program by:

1. encouraging development that will serve as a model for other projects throughout the city and region resulting in the construction of more Living and Deep Green Buildings; and
2. allowing for departures from Code requirements to remove regulatory barriers.

B. Project qualification.

1. Application requirements. In order to request exemptions, waivers, or other incentives through the Deep Green Incentive Program, the applicant or owner shall submit a summary demonstrating how their project will meet each of the requirements of the relevant certification program, such as including an overall design concept, proposed energy balance, proposed water balance, and descriptions of innovative systems.
2. Qualification process. An eligible project shall qualify for the DGIP upon determination by the Director that it has submitted a complete application pursuant to SMC 20.30.297 Administrative Design Review, and has complied with the application requirements of this subsection.
3. The project must be registered with the appropriate third-party certification entity such as the International Living Future Institute, Built Green, US Green Building Council, Passive House Institute US, or Salmon Safe.
4. Projects requesting departures under the DGIP shall meet the current version of the appropriate certification program, which will qualify them for one of the following tiered packages of incentives:
 - a. Tier 1 - Living Building Challenge or Living Community Challenge Certification: achieve all of the Imperatives of the ILFI programs;
 - b. Tier 2 – Emerald Star or Petal Certification: satisfy requirements of Built Green program or three or more ILFI Petals, including at least one of the following- Water, Energy, or Materials; ~~or~~
 - c. Tier 3- LEED Platinum, 5-Star, PHIUS+ Source Zero plus Salmon Safe, or NZEB plus Salmon Safe: satisfy requirements of the respective USGBC, Built Green, PHIUS, ~~or~~ ILFI, ~~and/or~~ Salmon Safe programs. The addition of Salmon Safe certification to PHIUS+ Source Zero or ~~NZEB~~ projects is not required for detached single-family projects; ~~or~~
 - d. Tier 4- PHIUS+ or 4-Star: achieve all requirements of the PHIUS or Built Green programs.

C. Director's determination. All Shoreline Deep Green Incentive Program projects are subject to review by the Director under Section 20.30.297. Any departures from the Shoreline Development Code (SMC Title 20) must be approved by the Director prior to submittal of building permit application.

D. Incentives. A project qualifying for the Shoreline Deep Green Incentive Program will be granted the following tiered incentive packages, based on the certification program for which they are applying:

1. A project qualifying for Tier 1 - Living Building Challenge or Living Community Challenge may be granted a waiver of up to 100% City-imposed pre-application and permit application fees. A project qualifying for Tier 2 – Emerald Star or Petal Recognition may be granted a waiver of up to 75% of City-imposed application fees. A project qualifying for Tier 3 – LEED Platinum, 5-Star, PHIUS+ Source Zero/Salmon Safe, or NZEB/Salmon Safe may be granted a waiver of up to 50% of City-imposed application fees. A project qualifying for Tier 4- PHIUS+ or 4-Star may be granted a waiver of up to 25% of City-imposed application fees.
2. Projects qualifying for the DGIP may be granted a reduced Transportation Impact Fee based on a project-level Transportation Impact Analysis.
3. Departures from Development Code requirements when in compliance with SMC 20.50.630(E).
4. Expedited permit review without additional fees provided in SMC Chapter 3.01

E. Departures from Development Code requirements. The following requirements must be met in order to approve departures from Development Code requirements:

1. The departure would result in a development that meets the goals of the Shoreline Deep Green Incentive Program and would not conflict with the health and safety of the community. In making this recommendation, the Director shall consider the extent to which the anticipated environmental performance of the building would be substantially compromised without the departures.
2. A Neighborhood Meeting is required for projects departing from standards in the R-4 or R-6 zones.
3. Departures from the following regulations may be granted for projects qualifying for the Shoreline Deep Green Incentive Program:
 - a. SMC 20.50.020. Residential density limits
 - i. Tier 1 – Living Building Challenge or Living Community Challenge Certification: up to 100% bonus for the base density allowed under zoning designation for projects meeting the full Challenge criteria;
 - ii. Tier 2 – Emerald Star or Living Building Petal Certification: up to 75% bonus for the base density allowed under zoning designation for projects meeting the program criteria;
 - iii. Tier 3 - LEED Platinum, 5-Star, or PHIUS+ Source Zero/Salmon Safe or NZEB/Salmon Safe Certification: up to 50% bonus for the base density allowed under zoning designation for projects meeting the program criteria;
 - iv. Tier 4- PHIUS+ or 4-Star: up to 25% bonus for the base density allowed under zoning designation for projects meeting the program criteria.

Minimum lot size of 10,000 square feet is required in all zones with a density maximum in order to request a density bonus. Density bonus is not available in R-4 and R-6 zones. Any additional units granted would be required to be built to the same green building standard as the first.

- b. SMC 20.50.390. Parking requirements (not applicable in R-4 and R-6 zones):
 - i. Tier 1 – Living Building Challenge or Living Community Challenge Certification: up to 50% reduction in parking required under 20.50.390 for projects meeting the full Challenge criteria;
 - ii. Tier 2 – Emerald Star or Living Building Petal Certification: up to 35% reduction in parking required under 20.50.390 for projects meeting the program criteria;
 - iii. Tier 3 - LEED Platinum, 5-Star, PHIUS+ Source Zero/Salmon Safe, or NZEB/Salmon Safe Certification: up to 20% reduction in parking required under 20.50.390 for projects meeting the program criteria.
 - iv. Tier 4- PHIUS+ or 4-Star Certification: up to 5% reduction in parking required under 20.50.390 for projects meeting the program criteria.
- c. Lot coverage standards, as determined necessary by the Director;
- d. Use provisions, as determined necessary by the Director
- e. Standards for storage of solid-waste containers;
- f. Standards for structural building overhangs and minor architectural encroachments into the right-of-way;
- g. Structure height bonus up to 10 feet for development in a zone with height limit of 35 feet. Height bonus is not available in R-4, R-6, R-8, and MUR-35' zones. Structure height bonus up to 20 feet for development in a zone with a height limit of 45 feet or greater; and
- h. A rooftop feature may extend above the structure height bonus provided in SMC 20.50.020 or 20.50.050 if the extension is consistent with the applicable standards established for that rooftop feature within the zone.

F. Compliance with minimum standards.

1. For projects requesting departures, fee waivers, or other incentives under the Deep Green Incentive Program, the building permit application shall include a report from the design team demonstrating how the project is likely to achieve the elements of the program through which it intends to be certified.
2. For projects applying for an ILFI certification (Tiers 1, 2, or 3), after construction and within six (6) months of issuance of the Certificate of Occupancy, the applicant or owner must show proof that an LBC Preliminary Audit has been scheduled; such as a paid invoice and date of scheduled audit. After construction and within twelve months of issuance of Certificate of Occupancy, the applicant or owner must show a preliminary audit report from ILFI demonstrating project compliance with the Place, Materials, Indoor Air Quality, and Beauty/Inspiration Imperatives that do not require a performance period.
3. For projects aiming for Built Green Emerald Star (Tier 2), ~~or 5-Star (Tier 3), or 4-Star (Tier 4)~~ certification, after construction and within six (6) months of issuance

of the Certificate of Occupancy, the applicant or owner must show proof that the project successfully met Built Green certification by way of the Certificate of Merit from the program.

4. For projects pursuing LEED certification (Tier 3), the applicant or owner must show, after construction and within six (6) months of issuance of the Certificate of Occupancy, that the project has successfully completed the LEED Design Review phase by way of the final certification report.
5. For projects pursuing PHIUS+ (Tier 4) or PHIUS+ Source Zero certification (Tier 3), the applicant or owner must show, after construction and within six (6) months of issuance of the Certificate of Occupancy, that the project has successfully obtained the PHIUS+ or PHIUS+ Source Zero certification.
6. For projects pursuing Salmon Safe certification (Tier 3 in conjunction with ~~NZEB~~ or PHIUS+ Source Zero when applicable), the applicant or owner must show, after construction and within six (6) months of issuance of the Certificate of Occupancy, that the project has successfully obtained the Salmon Safe Certificate.
7. No later than two years after issuance of a final Certificate of Occupancy for the project, or such later date as requested in writing by the owner and approved by the Director for compelling circumstances, the owner shall submit to the Director the project's certification demonstrating how the project complies with the standards contained in this subsection. Compliance must be demonstrated through an independent certification from ILFI, ~~Built Green~~, or USGBC/Green Building Cascadia Institute (GBCI). A request for an extension to this requirement must be in writing and must contain detailed information about the need for the extension.
 - a. For projects pursuing ILFI certification (Living Building Challenge, Living Community Challenge, Petal Recognition, or ~~Net Zero Energy Building~~), performance based requirements such as energy and water must demonstrate compliance through certification from ILFI within the two year timeframe noted above.
 - ~~b. For projects pursuing Built Green certification post-occupancy compliance must be demonstrated with analysis proving 12 consecutive months of net zero energy performance and/or 70% reduction in occupant water use. It is the owner's responsibility to submit utility information to Built Green so analysis can be conducted and shown to the Director.~~
 - c. For projects pursuing LEED certification, the applicant or owner must show proof of certification by way of the final LEED Construction Review report and LEED Certificate issued by USGBC/GBCI.
8. If the Director determines that the report submitted provides satisfactory evidence that the project has complied with the standards contained in this subsection, the Director shall send the owner a written statement that the project has complied with the standards of the Shoreline Deep Green Incentive Program. If the Director determines that the project does not comply with the standards in this subsection, the Director shall notify the owner of the aspects in which the project does not comply. Components of the project that are included in order to

comply with the minimum standards of the Shoreline Deep Green Incentive Program shall remain for the life of the project.

9. Within 90 days after the Director notifies the owner of the ways in which the project does not comply, or such longer period as the Director may allow for justifiable cause, the owner may submit a supplemental report demonstrating that alterations or improvements have been made such that the project now meets the standards in this subsection.
10. If the owner fails to submit a supplemental report within the time allowed pursuant to this subsection, the Director shall determine that the project has failed to demonstrate full compliance with the standards contained in this subsection, and the owner shall be subject to penalties as set forth in subsection 20.30.770.