



AGENDA V.2

SHORELINE CITY COUNCIL WORKSHOP DINNER MEETING

Monday, July 22, 2019
5:45 p.m.

Conference Room 303 · Shoreline City Hall
17500 Midvale Avenue North

TOPIC/GUESTS: King County Housing Authority

SHORELINE CITY COUNCIL REGULAR MEETING

Monday, July 22, 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		
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 Expenses and Payroll as of July 5, 2019 in the Amount of \$7,427,737.91	<u>7a-1</u>	
(b) Adopting Ordinance No. 863: Minor Amendments to the Aurora Square Community Renewal Area Planned Action Ordinance	<u>7b-1</u>	
(c) Authorizing the City Manager to Execute a Professional Services Contract with Cascadia Consulting Group in the Amount of \$79,992 for the Climate Impacts and Resiliency Study	<u>7c-1</u>	
(d) Adopting Resolution No. 440 – Declaring Certain City-Owned Vehicles Surplus and Authorizing Their Sale as Provided in Shoreline Municipal Code, Chapter 3.50	<u>7d-1</u>	

- (e) Authorizing the City Manager to Execute the Revised Temporary Construction Easements for Ridgecrest and Ronald Bog Parks and the Revised Ridgecrest Park Memorandum of Possession and Use Agreement and Administrative Possession and Use Agreement with Sound Transit 7e-1

8. STUDY ITEMS

- (a) Discussing and Selecting the Preferred Option for the 185th Corridor 8a-1 7:20
- (b) Discussing City Programs Funded by the Vehicle License Fee and I-976 8b-1 7:55

9. ADJOURNMENT

8:35

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:	Approval of Expenses and Payroll as of July 5, 2019
DEPARTMENT:	Administrative Services
PRESENTED BY:	Sara S. Lane, Administrative Services Director

EXECUTIVE / COUNCIL SUMMARY

It is necessary for the Council to formally approve expenses at the City Council meetings. The following claims/expenses have been reviewed pursuant to Chapter 42.24 RCW (Revised Code of Washington) "Payment of claims for expenses, material, purchases-advancements."

RECOMMENDATION

Motion: I move to approve Payroll and Claims in the amount of \$7,427,737.91 specified in the following detail:

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
Prior period check voided/reissued			16304/16346		\$0.00
5/19/19-6/1/19	6/7/2019	85135-85401	16347-16368	74705-74710	\$711,283.75
6/2/19-6/15/19	6/21/2019	85402-85679	16369-16400	74917-74924	\$932,295.64
					<u>\$1,643,579.39</u>

***Wire Transfers:**

Expense Register Dated	Wire Transfer Number	Amount Paid
6/25/2019	1147	\$16,857.57
		<u>\$16,857.57</u>

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
6/12/2019	74589	74607	\$82,501.57
6/12/2019	74608	74688	\$20,168.46
6/12/2019	74689	74704	\$101,875.25
6/19/2019	74711	74741	\$3,825.32
6/19/2019	74742	74743	\$97,610.00
6/19/2019	74744	74744	\$7,500.38
6/20/2019	74745	74766	\$73,990.86
6/20/2019	74767	74797	\$4,696,746.06
6/26/2019	74798	74835	\$354,700.67
6/26/2019	74836	74871	\$78,508.68
6/26/2019	74872	74909	\$1,665.86
6/26/2019	74910	74916	\$1,740.49
7/2/2019	74925	74944	\$150,801.44
7/2/2019	74945	74954	\$19,052.31
7/2/2019	74955	74977	\$72,452.93
7/2/2019	74978	74987	\$4,190.67
7/3/2019	74966	74966	(\$390.00)
7/3/2019	74988	74988	\$360.00
			<u>\$5,767,300.95</u>

Approved By: City Manager DT

City Attorney MK

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Ordinance No. 863: Minor Amendments to the Aurora Square Community Renewal Area Planned Action Ordinance
DEPARTMENT:	Planning & Community Development
PRESENTED BY:	Rachael Markle, AICP, Director of Planning & Community
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 August 10, 2015, the City Council adopted Ordinance No. 705 (Attachment A) designating a Planned Action for the Aurora Square Community Renewal Area (CRA). The Planned Action for the CRA is based on the Environmental Impact Statement (EIS) that was finalized on July 25, 2015.

On March 8, 2019, the City issued a State Environmental Policy Act (SEPA) Addendum for the Planned Action EIS. The Addendum was necessary to correct information reported incorrectly in the Planned Action EIS related to PM Peak Hour Trip Generation by Alternative.

Ordinance No. 705 includes a table that references the same data that was corrected with the March 8, 2019 Addendum. For consistency, this table needs to be amended to correct these same data errors.

Proposed Ordinance No. 863 provides for this amendment. Council last discussed proposed Ordinance No. 863 at their June 17, 2019 meeting, where Council directed staff to schedule adoption on the consent calendar. Tonight, Council is scheduled to adopt Ordinance No. 863.

RESOURCE/FINANCIAL IMPACT:

Adoption of Ordinance No. 863 will not create any resource or financial impacts.

RECOMMENDATION

The Planning Commission recommends that Council adopt Ordinance No. 863 which corrects a transcription error in Ordinance No. 705 the Planned Action for the Aurora Square Community Renewal Area (CRA).

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

BACKGROUND

On August 10, 2015, the City Council adopted Ordinance No. 705 (Attachment A) designating a Planned Action for the Aurora Square Community Renewal Area (CRA). A Planned Action involves the upfront analysis of environmental impacts and mitigation measures to spur private development by facilitating environmental review of subsequent individual development projects to streamline the development process. The Planned Action for the CRA is based on the Environmental Impact Statement (EIS) that was finalized on July 25, 2015. Documents related to the Planned Action, including the Draft and Final EIS, can be reviewed at the following link:
<http://www.shorelinewa.gov/business/aurora-square-community-renewal-area>.

On March 8, 2019, the City issued a State Environmental Policy Act (SEPA) Addendum for the Planned Action EIS. The purpose of an Addendum is to provide additional information or analysis that does not substantially change the analysis of the significant impacts and alternatives studied. The Addendum was necessary to correct information reported incorrectly in the Planned Action EIS related to PM Peak Hour Trip Generation by Alternative. Notice of this Addendum was circulated to those receiving the Final EIS.

Ordinance No. 705 includes a table that references the data that was corrected with the March 8, 2019 SEPA Addendum. For consistency, this table needs to be amended to correct these same data errors. Proposed Ordinance No. 863 provides for this amendment.

The Planning Commission conducted a Public Hearing on proposed Ordinance No. 863 on June 6, 2019. The staff report and other materials from the public hearing can be found at the following link:
<http://www.shorelinewa.gov/Home/Components/Calendar/Event/14002/182>.

Council then proposed Ordinance No. 863 at their June 17th meeting. At this meeting, Council directed staff to schedule adoption of Ordinance No. 863 by consent for July 22, 2019. A link to the June 17th staff report can be found at the following link:
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2019/staffreport061719-9b.pdf>.

DISCUSSION

As was noted in the June 17th staff report, Chapter 3.3 of the Planned Action Draft EIS addresses transportation. The City recently determined that trip generation numbers were incorrectly reported in the EIS. The Shoreline Place Development Agreement application submitted on December 21, 2018 was the first project requesting to qualify as a Planned Action under the Planned Action Ordinance. In addition to the Development Agreement application, the applicant submitted a Planned Action Determination of Consistency Review Checklist. It was during the review of this Checklist that staff discovered the error in the inbound, outbound and total trip data reported in the Planned Action EIS.

The Planned Action Draft EIS identified the PM peak hour trips generated for each of the three alternatives analyzed at Table 3-13 on page 3-51:

Table 0-1. PM Peak Hour Trip Generation by Alternative

	No Action Alternative 1	Phased Growth Alternative 2	Planned Growth Alternative 3
Inbound Trips	553	933	1,313
Outbound Trips	737	1,159	1,581
Total Trips	1,289	2,092	2,894

Source: KPG 2014

However, these trip generation numbers fail to reflect a reduction for trips occurring within a site that has multiple land uses. The *National Cooperative Highway Research Program (NCHRP) Report 684* methodology estimates the number of trips between land uses within the site (internal capture), which decreases the total vehicle trips external to the site. The Planned Action Draft EIS in the Table 3-13 incorrectly reports the trip generation numbers without the internal capture reduction resulting in more trip generation levels. There is no change to the analysis of alternatives, significant impacts, or mitigation measures as the City’s consultant, KPG, utilized the correct trip generation numbers when performing the transportation analysis.

EIS Corrections

The following changes were made using the Addendum process to the Draft EIS and the Final EIS.

1. In the Draft EIS, Table 3-13 on page 3-51 as was corrected as shown below:

Table 0-1. PM Peak Hour Trip Generation by Alternative

	No Action Alternative 1	Phased Growth Alternative 2	Planned Growth Alternative 3
Inbound Trips	553 <u>453</u>	933 <u>633</u>	1,313 <u>817</u>
Outbound Trips	737 <u>594</u>	1,159 <u>812</u>	1,581 <u>1,038</u>
Total Trips	1,289 <u>1,047</u>	2,092 <u>1,445</u>	2,894 <u>1,855</u>

Source: KPG 20142019

2. In the Draft EIS, Appendix D: Draft Planned Action Ordinance, Section III D (3) (a) Trip Ranges & Thresholds on page 4 was corrected as shown below:

Peak Hour Inbound and Outbound trips during the PM Peak Hour by Alternative

	No Action Alternative 1	Phased Growth Alternative 2	Alternative 2 Net Trips	Planned Growth Alternative 3	Alternative 3 Net Trips
Inbound Trips	553 <u>453</u>	933 <u>633</u>	380 <u>180</u>	1,313 <u>817</u>	760 <u>364</u>
Outbound	737 <u>594</u>	1,159 <u>812</u>	422 <u>218</u>	1,581 <u>1,038</u>	844 <u>444</u>
Total Trips	1,289 <u>1,047</u>	2,092 <u>1,445</u>	803 <u>398</u>	2,894 <u>1,855</u>	1,605 <u>808</u>

Source: KPG 20142019

3. In the Final EIS, Appendix B: Proposed Planned Action Ordinance, Section 3 C
 (3) Transportation Thresholds was amended as shown below:

- (a) Trip Ranges and Thresholds. The number of new PM Peak hour ~~and daily~~ trips anticipated within the Planned Action Area and reviewed in the FEIS for 2035 are as follows:

	No Action Alternative 1	Phased Growth Alternative 2	Net Trips Alternative 2	Phased Planned Growth Alternative 3	Net Trips Alternative 3
Inbound Trips	553 453	933 633	380 180	4,313 817	760 364
Outbound Trips	737 594	1,159 812	422 218	4,584 1,038	844 444
Total Trips	1,289 1,047	2,092 1,445	803 398	2,894 1,855	1,605 808

Amending the Planned Action Ordinance

Ordinance No. 705 includes a table that establishes thresholds for the number of trips inbound, outbound and total trips including net trips for the CRA Planned Action. Projects that wish to comply with the thresholds, standards and mitigation adopted in Planned Action Ordinance No. 705 do not require additional environmental review under SEPA. For consistency with the SEPA Addendum, Section C Planned Action Qualifications of the Ordinance needs to be amended to the correct the same data error previously corrected by the Addendum. Proposed Ordinance No. 863 would effectuate these amendments (Attachment B):

- (3) Transportation and Thresholds:

- (a) The number of new PM Peak hour ~~and daily~~ trips anticipated within the Planned Action Area and reviewed in the FEIS for 2035 are as follows:

	Phased Alternative 3	Net Trips Alternative 3
Inbound Trips	4,313 817	760 364
Outbound Trips	4,584 1,038	844 444
Total Trips	2,894 1,855	1,605 808

RESOURCE/FINANCIAL IMPACT

Adoption of Ordinance No. 863 will not create any resource or financial impacts.

RECOMMENDATION

The Planning Commission recommends that Council adopt Ordinance No. 863 which corrects a transcription error in Ordinance No. 705 the Planned Action for the Aurora Square Community Renewal Area (CRA).

ATTACHMENTS

Attachment A: Ordinance No. 705

Attachment B: Proposed Ordinance No. 863

Attachment B Exhibit A : March 8, 2019 Community Renewal Area EIS SEPA
Addendum

ORDINANCE NO. 705

AN ORDINANCE OF THE CITY OF SHORELINE DESIGNATING A PLANNED ACTION FOR THE AURORA SQUARE COMMUNITY RENEWAL AREA PURSUANT TO THE STATE ENVIRONMENTAL POLICY ACT.

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 (GMA), Chapter 36.70A RCW; and

WHEREAS, the City has adopted a Comprehensive Plan and a Unified Development Code, Shoreline Municipal Code (SMC) Title 20, to implement the Comprehensive Plan; and

WHEREAS, pursuant to RCW 35.81, on September 4, 2012, the City enacted Resolution No. 333 designating the Aurora Square area as a Community Renewal Area and, on July 13, 2013, the City enacted Resolution No. 345 adopting the Aurora Square Community Renewal Area Plan; and

WHEREAS, under the State Environmental Policy Act (SEPA), RCW 43.21C and its implementing regulations, WAC 197-11, the City may provide for the integration of environmental review with land use planning and project review so as to streamline the development process through the designation of a Planned Action in conjunction with the adoption of a subarea plan; and

WHEREAS, designation of a Planned Action may be for a geographic area that is less extensive than the City's jurisdictional boundaries and serves to expedite the permitting process for subsequent, implementing projects whose impacts have been previously addressed in an Environmental Impact Statement (EIS), and thereby encourages desired growth and economic development; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, the City conducted a thorough environmental review of the development anticipated within the Aurora Square Community Renewal Area (Aurora Square CRA), and on December 12, 2014, issued a Draft Environmental Impact Statement (DEIS), that considered the impacts of the anticipated development within the Aurora Square CRA, provided for mitigations measures and other conditions to ensure that future development will not create adverse environmental impacts associated with the Planned Action; and

WHEREAS, the Planning Commission, after required public notice, on January 29, 2015 and on March 19, 2015, held a public hearing on the Aurora Square CRA Planned Action, reviewed the public record, and made a recommendation to the City Council; and

WHEREAS, the City Council, after required public notice, held a study session on the designation of a Planned Action area and modifications to the City's development regulations,

including changes to the City's Sign Code, SMC 20.50, and considered the Planning Commission's recommendations on June 8, 2015; and

WHEREAS, after allowing for public comment on the DEIS, on July 24, 2015, the City issued the Aurora Square Planned Action Final Environmental Impact Statement (FEIS) which responded to public comment and identifies the impacts and mitigation measures associated with the Aurora Square CRA Planned Action; and

WHEREAS, the City Council has determined that the Aurora Square CRA is appropriate for designation as a Planned Action and designating the Aurora Square CRA as a Planned Action will achieve efficiency in the permitting process thereby encouraging economic growth and development while promoting environmental quality;

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

Section 1. Findings. The Aurora Square Community Renewal Area Planned Action meets the criteria for a planned action as set forth in WAC 197-11-164 for the following reasons:

- A. The City of Shoreline is planning under the Growth Management Act (GMA), RCW 36.70A, and has adopted a Comprehensive Plan and development regulations to implement its Comprehensive Plan.
- B. The City has adopted the Aurora Square Community Renewal Plan consistent with RCW 35.81. The Aurora Square CRA is located within the City of Shoreline's Urban Growth Area but is limited to a specific geographical area that is less extensive than the City's boundaries.
- C. Concurrent with this Ordinance, with the adoption of Ordinance 712, the City is amending the Unified Development Code, SMC Chapter 20.50 Subchapter 8 Signs, to implement development regulations.
- D. The designation of the Aurora Square CRA Planned Action is consistent with the goals and policies of the City's Comprehensive Plan and the Aurora Square Community Renewal Plan.
- E. The City of Shoreline has prepared the Aurora Square Planned Action Draft Environmental Impact Statement (DEIS) and the Aurora Square Final Environmental Impact Statement (FEIS), collectively the Planned Action EIS, which identifies and adequately addresses the environmental impacts of development in the Planned Action area.

- F. The mitigation measures identified in the Planned Action EIS, attached hereto as Exhibit A, together with the City's existing development regulations and concurrently enacted development regulations set forth in Ordinance No. 712, specifically those regulations set forth in SMC 20.50 Signs, attached hereto as Exhibit B, will adequately mitigate significant impacts from development within the Planned Action area.
- G. The Aurora Square CRA Plan and the Planned Action EIS identify the location, type, and amount of development that is contemplated by the Planned Action and emphasize a mix of residential, retail/commercial, office, and public uses.
- H. Future development projects that are determined to be consistent with the Planned Action will protect the environment while benefiting the public and enhancing economic development within the City.
- I. The City has provided for meaningful opportunities for public involvement and review during the Aurora Square CRA Plan and the Planned Action EIS process, has considered all comments received, and, as appropriate, has modified the proposed action or mitigation measures in response to comments.
- J. The Planned Action does not include Essential Public Facilities, as defined in RCW 36.70A.200. These types of facilities are excluded from the Planned Action as designated herein and are not eligible for review or permitting as a Planned Action.
- K. The City, with adoption of this Planned Action, intends to update the Capital Facilities Element of its Comprehensive Plan.

Section 2. Planned Action Area Designation. The Planned Action Area is hereby defined as that area set forth in the Aurora Square Community Renewal Area Plan, as shown on Exhibit C attached hereto.

Section 3. Procedures and Criteria for Evaluating and Determining Projects as Planned Actions.

- A. **Environmental Document.** A Planned Action project determination for a site-specific project application shall be based on the environmental analysis contained in the Planned Action EIS. The mitigation measures contained in Exhibit A of this Ordinance are based upon the findings of the Planned Action EIS and shall, along with the City's Unified Development Code, SMC Title 20, provide the framework the City will use to apply appropriate conditions on qualifying Planned Action projects within the Planned Action Area.

- B. Planned Action Project Designation.** Land uses and activities described in the Planned Action EIS, subject to the thresholds described in Section 3(C) of this Ordinance and the mitigation measures contained in Exhibit A of this Ordinance, are designated “Planned Action Projects” pursuant to RCW 43.21C.440. A development application for a site-specific project located within the Planned Action Area shall be designated a Planned Action Project if it meets the criteria set forth in Section 3(C) of this Ordinance and all other applicable laws, codes, development regulations, and standards of the City, including this Ordinance, are met.
- C. Planned Action Qualifications.** The Aurora Square Planned Action EIS analyzed the impacts associated with development in the Planned Action Area designated in Section 2 of this Ordinance. The EIS contains mitigation measures to adequately address impacts associated with this development up to the thresholds identified below. An individual development proposals or combination of Planned Action Projects that would exceed any of these thresholds and/or would alter the assumptions and analysis in the Planned Action EIS would not qualify as a Planned Action and may be subject to additional environmental review as provided in WAC 197-11-172. The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action Area was contemplated as a Planned Action Project and has had its environmental impacts evaluated in the Planned Action EIS:

(1) Qualifying Land Uses.

(a) Planned Action Categories: A land use can qualify as a Planned Action Project land use when:

- i. it is within the Planned Action Area as shown in Exhibit C of this Ordinance;
- ii. it is within one or more of the land use categories studied in the EIS: residential (multi-family), retail, office, entertainment, and open space; and
- iii. it is listed in development regulations applicable to the zoning classifications applied to properties within the Planned Action Area.

A Planned Action Project may be a single Planned Action land use or a combination of Planned Action land uses together in a mixed-use development. Planned Action land uses may include accessory uses.

(b) Public Services: The following public services, infrastructure, and utilities can also qualify as Planned Actions: roads designed for the Planned Action, stormwater, utilities, parks, trails, and similar facilities developed consistent with the Planned Action EIS mitigation measures, City and special district design standards, critical area regulations, and the Shoreline Municipal Code.

(2) Development Thresholds:

(a) Land Use: The following thresholds of new land uses are contemplated by the Planned Action:

Feature	Alternative 3
Residential Units	1,000
Retail – Square Feet	250,000
Office – Square Feet	250,000

(b) Shifting development amounts between land uses in identified in Subsection 3(C)(2)(a) may be permitted when the total build-out is less than the aggregate amount of development reviewed in the Planned Action EIS; the traffic trips for the preferred alternative are not exceeded; and, the development impacts identified in the Planned Action EIS are mitigated consistent with Exhibit A of this Ordinance.

(c) Further environmental review may be required pursuant to WAC 197-11-172, if any individual Planned Action Project or combination of Planned Action Projects exceeds the development thresholds specified in this Ordinance and/or alter the assumptions and analysis in the Planned Action EIS.

(3) Transportation Thresholds:

(a) Trip Ranges and Thresholds. The number of new PM Peak hour and daily trips anticipated within the Planned Action Area and reviewed in the FEIS for 2035 are as follows:

	Phased Alternative 3	Net Trips Alternative 3
Inbound Trips	1,313	760
Outbound Trips	1,581	844
Total Trips	2,894	1,605

(b) Concurrency. All Planned Action Projects shall meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in SMC 20.60.140 Adequate Streets and 20.60.150 Adequate Access. Applicants shall be required to provide documentation that the project meets concurrency standards.

(c) Access and Circulation. All Planned Action Projects shall meet access and circulation standards established in SMC 20.60.150 Adequate Access. All Planned

Action Projects shall provide frontage improvements for public roadways and shall provide for a coordinated onsite circulation system per Exhibit A.

(d) The responsible City official shall require documentation by Planned Action Project applicants demonstrating that the total trips identified in Subsection 3(C)(3)(a) are not exceeded, that the project meets the concurrency and intersection standards of Subsection 3(C)(3)(b), and that the project has mitigated impacts consistent with Subsection 3(C)(3)(c).

(e) Discretion.

i. The responsible City official shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the City's Public Works Director at his or her sole discretion, for each project permit application proposed under this Planned Action.

ii. The responsible City official shall have discretion to condition Planned Action Project applications to meet the provisions of this Planned Action Ordinance and the Shoreline Municipal Code.

iii. The responsible City official shall have the discretion to adjust the allocation of responsibility for required improvements between individual Planned Action Projects based upon their identified impacts.

(4) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Planned Action EIS would not qualify as a Planned Action Project.

(5) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Planned Action EIS, the City's SEPA Responsible Official may determine that the Planned Action Project designation is no longer applicable until supplemental environmental review is conducted.

D. Planned Action Project Review Criteria.

(1) The City's SEPA Responsible Official, or authorized representative, may designate as a Planned Action Project, pursuant to RCW 43.21C.440, a project application that meets ALL of the following conditions:

(a) the project is located within the Planned Action Area identified in Exhibit C of this Ordinance;

(b) the proposed uses and activities are consistent with those described in the Planned Action EIS and Subsection 3(C) of this Ordinance;

(c) the project is within the Planned Action thresholds and other criteria of Subsection 3(C) of this Ordinance;

(d) the project is consistent with the Shoreline Comprehensive Plan, the Aurora Square CRA Plan, and the Shoreline Municipal Code;

(e) the project's significant adverse environmental impacts have been identified in the Planned Action EIS;

(f) the project's significant impacts have been mitigated by application of the measures identified in Exhibit A of this Ordinance and other applicable City regulations, together with any conditions, modifications, variances, or special permits that may be required;

(g) the project complies with all applicable local, state and/or federal laws and regulations and the SEPA Responsible Official determines that these constitute adequate mitigation; and

(h) the project is not an essential public facility as defined by RCW 36.70A.200, unless the essential public facility is accessory to or part of a development that is designated as a Planned Action Project under this Ordinance.

(2) The City shall base its decision to qualify a project as a Planned Action Project on review of a standard SEPA Environmental Checklist form, unless the City later elects to develop a specialized form for this Planned Action, and review of the Planned Action Project submittal and supporting documentation, provided on City required forms.

E. Effect of Planned Action Designation.

(1) Designation as a Planned Action Project by the City's SEPA Responsible Official means that a qualifying project application has been reviewed in accordance with this Ordinance and found to be consistent with the development parameters and thresholds established herein and with the environmental analysis contained in the Planned Action EIS.

(2) Upon determination by the City's SEPA Responsible Official that the project application meets the criteria of Subsection 3(C) and 3(D) and qualifies as a Planned Action Project, the project shall not require a SEPA threshold determination, preparation of an EIS, or be subject to further review pursuant to SEPA. Planned Action Projects shall still be subject to all other applicable City, state, and federal regulatory requirements. The Planned Action Project designation shall not excuse a project from meeting the City's code and ordinance requirements apart from the SEPA process.

F. Planned Action Project Permit Process. Applications submitted for qualification as a Planned Action Project shall be reviewed pursuant to the following process:

(1) Development applications shall meet all applicable requirements of this Ordinance and the Shoreline Municipal Code in place at the time of the Planned Action Project application. Planned Action Projects shall not vest to regulations required to protect public health and safety.

(2) Applications for Planned Action Projects shall:

(a) be made on forms provided by the City;

(b) include a SEPA Environmental Checklist;

(c) include a conceptual site plan pursuant to SMC 20.30.315 Site Development Permit; and

(d) meet all applicable requirements of the Shoreline Municipal Code and this Ordinance.

(3) The City's SEPA Responsible Official shall determine whether the application is complete and shall review the application to determine if it is consistent with and meets all of the criteria for qualification as a Planned Action Project as set forth in this Ordinance.

(4) (a) If the City's SEPA Responsible Official determines that a proposed project qualifies as a Planned Action Project, he/she shall issue a "Determination of Consistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440.

(b) Upon issuance of the Determination of Consistency, the review of the underlying project permit(s) shall proceed in accordance with the applicable permit review procedures specified in SMC Chapter 20.30 Procedures and Administration, except that no SEPA threshold determination, EIS, or additional SEPA review shall be required.

(c) The Determination of Consistency shall remain valid and in effect as long as the underlying project application approval is also in effect.

(d) Public notice and review for qualified Planned Action Projects shall be tied to the underlying project permit(s). If notice is otherwise required for the underlying permit(s), the notice shall state that the project qualifies as a Planned Action Project. If notice is not otherwise required for the underlying project permit(s), no special notice is required by this Ordinance.

(5) (a) If the City's SEPA Responsible Official determines that a proposed project does not qualify as a Planned Action Project, he/she shall issue a "Determination of Inconsistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of

the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440.

(b) The Determination of Inconsistency shall describe the elements of the Planned Action Project application that result in failure to qualify as a Planned Action Project.

(c) Upon issuance of the Determination of Inconsistency, the City's SEPA Responsible Official shall prescribe a SEPA review procedure for the non-qualifying project that is consistent with the City's SEPA regulations and the requirements of state law.

(d) A project that fails to qualify as a Planned Action Project may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant SEPA documents, to meet the non-qualifying project's SEPA requirements. The City's SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.

(6) To provide additional certainty about applicable requirements, the City or applicant may request consideration and execution of a development agreement for a Planned Action Project, consistent with RCW 36.70B.170 et seq.

(7) A Determination of Consistency or Inconsistency is a Type A land use decision and may be appealed pursuant to the procedures established in Chapter 20.30 SMC. An appeal of a Determination of Consistency shall be consolidation with any pre-decision or appeal hearing on the underlying project application.

Section 4. Mitigation Measures for the Aurora Square CRA Planned Action. Any proposed project within the Planned Action Area must be consistent with the City's Unified Development Code, Title 20 and the mitigation measures set forth in Exhibit A, attached hereto.

Section 5. Monitoring and Review of Planned Action.

- A. The City shall monitor the progress of development in the Aurora Square CRA Planned Action area to ensure that it is consistent with the assumptions of this Ordinance, the Aurora Square CRA Plan, and the Planned Action EIS regarding the type and amount of development and associated impacts, and with the mitigation measures and improvements planned for the Aurora Square CRA.
- B. The Planned Action shall be reviewed by the SEPA Responsible Official no later than six (6) years from the effective date of this ordinance and every six (6) years thereafter. The reviews shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action Area, the

impacts of development, and the effectiveness of required mitigation measures. Based upon this review, the City may propose amendments to this Planned Action or may supplement of review the Planned Action EIS.

Section 6. Conflict. In the event of a conflict between this Ordinance and any mitigation measures imposed thereto, any ordinance or regulation of the City, the provisions of this Ordinance shall control.

Section 7. 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 other person or situation.

Section 8. Effective Date of Publication. A summary of this ordinance consisting of the title shall be published in the official newspaper and the ordinance shall take effect five (5) days after publication.

Section 9. Expiration Date. This Ordinance shall expire twenty (20) years from the date of adoption unless otherwise repealed or readopted by the City Council following a report from the Director of Planning and Community Development and a public hearing.

PASSED BY THE CITY COUNCIL ON AUGUST 10, 2015.


Shari Winstead
Mayor

ATTEST:


Jessica Simulcik Smith
City Clerk

APPROVED AS TO FORM:


Margaret King
City Attorney

Date of Publication: August 13, 2015
Effective Date: August 18, 2015

EXHIBIT A

Planned Action Ordinance Mitigation Document Mitigation Required for Development Applications

1.0 MITIGATION MEASURES

The Planned Action EIS has identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Planned Action Area, together with a number of possible measures to mitigate those significant adverse impacts. Please see Final EIS Chapter 1 Summary for a description of impacts, mitigation measures, and significant unavoidable adverse impacts.

A Mitigation Document is provided in this **Exhibit A** to establish specific mitigation measures based upon significant adverse impacts identified in the Planned Action EIS. The mitigation measures in this **Exhibit A** shall apply to Planned Action Project applications that are consistent with the Preferred Alternative range reviewed in the Planned Action EIS and which are located within the Planned Action Area (see **Exhibit C**).

Where a mitigation measure includes the words “shall” or “will,” inclusion of that measure in Planned Action Project application plans is mandatory in order to qualify as a Planned Action Project. Where “should” or “would” appear, the mitigation measure may be considered by the project applicant as a source of additional mitigation, as feasible or necessary, to ensure that a project qualifies as a Planned Action Project. Unless stated specifically otherwise, the mitigation measures that require preparation of plans, conduct of studies, construction of improvements, conduct of maintenance activities, etc., are the responsibility of the applicant or designee to fund and/or perform.

Any and all references to decisions to be made or actions to be taken by the City’s SEPA Responsible Official may also be performed by the City’s SEPA Responsible Official’s authorized designee.

1.1 Land Use/Light and Glare

As part of land use permit review, the City shall evaluate site development permits to consider the siting, design, and orientation of new uses relative to existing surrounding land uses in R-4, R-6 or R-8 zones, and may condition proposals to direct uses with the potential for producing noise away from sensitive receptors in those zones. The Planning and Community Development Director or designee may consider the maximum environment noise levels found in WAC 173-60-040 and application of the City’s General Development Standards in Chapter 20.50 to condition proposals.

1.2 Transportation

Frontage Improvements

When a property redevelops and applies for permits, frontage improvements (or in-lieu contributions) and right-of-way dedications if needed are required by the City of Shoreline Municipal Code (SMC 20.70). If right-of-way (or an easement) is needed, it also would be required/dedicated by the development to the City. The City has developed specific cross sections for City streets describing the travel lanes, sidewalk widths, bicycle facilities, and on-street parking. As part of the Aurora Square Planned Action EIS, customized designs were developed for 160th Street, Westminster Way N, N 155th Street, and Aurora Avenue N (see Draft EIS Appendix B and staff reports to City Council regarding Westminster Way). The Aurora Square CRA frontage improvements are described in detail under Draft EIS Section 3.3. Other frontage improvements would follow the City’s standard designs (e.g. west and south borders with Dayton, Fremont, and 155th along WSDOT area). The projects are identified in Table A-1 and Figure A-1.

Planned Action applicants may request and the City may consider a fee-in-lieu for some or all of the frontage improvements that are the responsibility of the property owner through the execution of a voluntary agreement (pursuant to RCW 82.02.020) or other instrument deemed acceptable to the City and applicant. The City may approve the fee-in-lieu agreement if the City finds the fee in lieu approach to be in the public interest, such as having the frontage completed in a more consistent or complete manner in combination with other properties at a later date.

As part of a voluntary agreement (pursuant to RCW 82.02.020) or other instrument deemed acceptable to the planned action applicant or City, the City may reduce the share of cost of the frontage improvements otherwise due to a Planned Action property, such as if Planned Action applicants implement high priority street improvements in place of lower priority improvements, either along their frontage, or offsite, as described in Table A-1 and illustrated in Figure A-1, or implement a greater length of a lower priority project, or meet other objectives that advance the CRA.

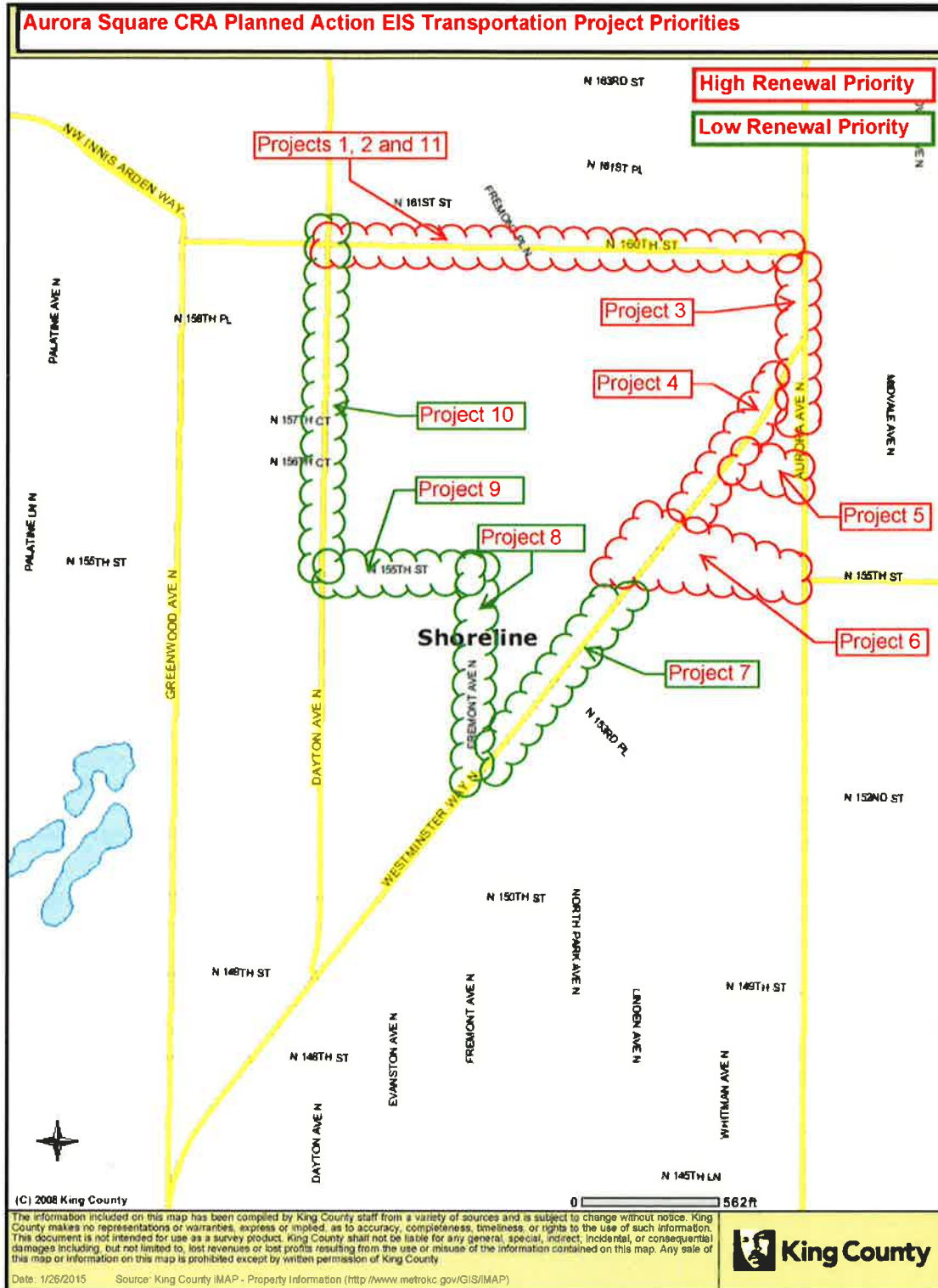
Table A-1. Renewal Priority of Aurora Square CRA Transportation Improvements

The Shoreline City Council designated the 70+ acre Aurora Square area as a Community Renewal Area (CRA) where economic renewal would clearly deliver multifaceted public benefits. Now that the CRA and Renewal Plan is established, the City is empowered to partner with private enterprise to encourage 21st century renewal. Master planning identified a number of projects that the City of Shoreline can accomplish on its own or in partnership with developers. The transportation improvements identified through the Planned Action EIS process are prioritized below to reflect the value of these improvements for economic renewal of the Aurora Square CRA.

No.	Project	Limits	Renewal Priority	Description
1	Rechannelization of N 160th St bordering CRA	Dayton Ave N to Aurora Ave N	High	Planned restriping to a 3-lane section with bicycle lanes in 2015 is high priority and will create better access to Aurora Square by vehicles, pedestrians, and cyclists.
2	N 160th St Intersection	Midblock on N 160th St	High	Improvements would provide a gateway entrance on N 160th St for Aurora Square and a midblock pedestrian crossing. Most effectively done when the Sears property redevelops and only if traffic volumes warrant. Note requirement for traffic study.

No.	Project	Limits	Renewal Priority	Description
3	Aurora Avenue N	Aurora Interurban Bridge to N 160th St	High	Provide a cycle connection from the Interurban Trail to the new N 160th St bike lane along the section of Westminster Way N vacated after the N 157th St road connection is constructed.
4	Westminster Way N (North)	N 155th St to N 160th St	High	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.
5	Construct N 157th St	Westminster Way N to Aurora Ave N	High	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 provides on street parking for future retail. Most effectively completed with the redevelopment of the triangle property.
6	Intersection at N 155th St and Westminster Way N	Westminster Way N to Aurora Ave N	High	Improves the main vehicle intersection and increases safety for pedestrians. 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.
7	Westminster Way N (South)	N 155th St to Fremont Ave N	Low	Frontage improvements provide little support of renewal efforts in this location.
8	Fremont Ave N	Westminster Way N to N 155th St	Low	Frontage improvements provide little support of renewal efforts in this location.
9	N 155th St (West)	Fremont Ave N to Dayton Ave N	Low	Frontage improvements provide little support of renewal efforts in this location.
10	Dayton Ave N	N 155th St to N 160th St	Low	Frontage improvements provide little support of renewal efforts in this location.
11	Cycle Track along N 160th St bordering CRA	Dayton Ave N to Aurora Ave N	Low	The cycle track proposed for improved connectivity between the Interurban Trail and Shoreline Community College ideally will be completed in conjunction with improvements to the West N 160th St project. The cycle track will likely require the City to secure matching grants and the property owners to dedicate ROW.

Figure A-1. CRA Transportation Project Priorities Map



N 160th St Intersection Access Improvements

Preliminary CRA plans include a new north/south internal street that will form the primary connection between Westminster Way N and N 160th Street. This north/south internal street would add a new intersection at N 160th Street. Planned Action applicants shall analyze the traffic operations of the new intersection and may be required by the City to construct a signal at the new intersection if signal warrants are met. The methods and approach to the analysis shall be consistent with SMC 20.60.140 Adequate Streets.

Parking Management

Planned Action applicants shall prepare and submit a parking management plan to the city for review and approval prior to approval of necessary land use and building permits.

Said parking management plan shall be in place prior to the occupancy of the development.

The plan shall:

1. Describe relationship of the parking management plan to the overall center plan, including how the proposed parking fits into the overall access and mobility plans for the center.
2. Address parking comprehensively for the range of users and times of day:
 - A. Encourage shared parking among neighboring businesses and document shared parking agreements and conditions consistent with the Shoreline Municipal Code.
 - B. Demonstrate the requested supply of parking for the mix and range of uses will meet the demand for parking at different times and for different events consistent with the Shoreline Municipal Code.
 - C. Take into account the parking patterns for different user groups in the center —employees, customers, and residents — throughout the course of the day.
 - D. Address freight and truck access and parking.
 - E. Be attentive to workers, customers and visitors traveling to the center by modes other than automobile, such as bicycle and transit.
 - F. Design parking facilities to accommodate pedestrian movement, including safety and security.
 - G. Take into account any traffic control management programs, such as parking restrictions during peak commuting periods.
 - H. Develop parking strategies for special events or for infrequent peak demands.
3. Establish goals and objectives for parking — to support short-term and long-term development plans for the center, during construction and post-construction.
4. Include measures to ensure parking is shared, reduce drive alone commute trips, and prevent parking from being used by commuters to other adjacent sites or as an unsanctioned park and ride lot. Such measures could include:
 - A. Establishing a parking manager to manage site parking
 - B. Charging for daytime parking

- C. Validating parking
 - D. Providing a segmented parking garage or facility so that some parking is reserved for certain uses at certain times of day
 - E. Reserve areas for short-term parking by customers and visitors
 - F. Allow non-peak shared parking (e.g. office parking used for retail parking on nights and weekends)
5. Identify wayfinding measures, such as signage directing visitors and customers to parking facilities, electronic signage with parking availability information, mobile phone applications, or other measures.
6. Provide contingency measures such as monitoring, enforcement, and other adaptive management techniques to promote access to parking onsite and avoid parking encroachment into adjacent neighborhoods.

1.3 Stormwater

The City shall apply the stormwater management manual in effect at the time of proposal application. As of 2015, the City of Shoreline is evaluating options for regional flow control facilities in the vicinity of the study area. Creating a downstream regional flow control facility to serve the study area, if pursued by the City, would require additional study and analysis to verify feasibility, preparation of regional facility basin plan for review by Ecology, environmental analysis and permitting, and final design and construction. If a regional flow control facility is approved by the City, an applicant may request or the City may condition development to pay a fee based on the area of new and replaced impervious surface subject to Minimum Requirement 7 in the 2012 stormwater management manual for Western Washington published by the Washington Department of Ecology or equivalent requirement in place at the time of application.

1.4 Sewer and Water

Sewer

The sewer service provider agency may assume control of private sewer mains larger than 6 inches that are proposed or required to be replaced, upgraded, or relocated within the Aurora Square CRA.

Water

The current water system infrastructure and supply are able to meet the additional residential and employment need. The water mains inside the study area are owned privately, and there would need to be coordination if the privately owned water mains need to be extended, replaced, or altered. The water service provider or the City of Shoreline may require extension, replacement, upgrade, or relocation of water mains to serve proposals to meet adopted standards of service.

1.5 Schools and Parks

Parks

The City's commercial site design standards at SMC 20.50.240 Site Design, Subsection F, require public places within commercial portions of development. Applicants may propose or the City may require

consolidation or reconfiguration of required public space to advance the adopted Aurora Square CRA Renewal Plan or in order to optimize the provisions of SMC 20.50.240 Site design where mixed commercial and residential uses are proposed.

To redirect a portion of the onsite open space towards a more centrally located public space within or adjacent to the Aurora Square property, the City may allow up to fifty percent (50%) of the private recreation space required in SMC 20.50.240 to be: 1) accomplished offsite as approved by the Planning and Community Development Director; or 2) a fee-in-lieu (proportionate to the cost of the space if it were built onsite) through a negotiated voluntary agreement.

Schools

As of 2015, the City of Shoreline does not charge school impact fees. The Shoreline School District is preparing a Capital Facilities Plan as of 2015, which may be the basis for charging impact fees in the future. The City shall apply regulations in place at the time of application, including subsequently adopted impact fees, where applicable.

2.0 CODE REQUIREMENTS – ADVISORY NOTES

The EIS identifies specific regulations that act as mitigation measures. These are summarized below by EIS topic. All applicable federal, state, and local regulations shall apply to Planned Actions. Planned Action applicants shall comply with all adopted regulations where applicable including those listed in the EIS and those not included in the EIS.

2.1 Land Use

- All new development of specific parcels will be subject to SMC Chapter 20.40 which sets forth the permitted uses and activities for the zoning district in which the CRA is located.
- SMC 20.50.020: Contains design guidelines, development dimensions, standards, and conditions for development within areas covered by the MB zoning designation. These design guidelines and development standards include site coverage and height as well as setback requirements.
- SMC 20.50.021: Addresses transition standards where development within MB zones abuts single family districts. Development standards include additional setbacks, building offsets, and heights.
- SMC 20.50.180: Addresses building orientation and scale.
- SMC 20.50.205: Addresses light standards including avoiding light trespass.
- SMC 20.50.240: Contains commercial site design guidelines including site frontage, rights-of-way lighting, corner sites, site walkways, public places, multifamily open space, outdoor lighting, service areas, and mechanical equipment.

2.2 Light and Glare

- SMC 20.50.021: Addresses transition standards where development within MB zones abuts single family districts. Development standards include additional setbacks, building offsets, and heights.
- SMC 20.50.180: Addresses building orientation and scale.

- SMC 20.50.205: Addresses light standards including avoiding light trespass. For example, a lamp or bulb light source installed on commercial property and visible from any residential property must be shielded such that the light source is no longer directly visible. This provision also excludes certain types of lighting (e.g. search lights, laser lights, strobe lights, etc.).
- SMC 20.50.240(H): Contains commercial guidelines for outdoor lighting including pole heights for parking and pedestrian lights and shielding of fixtures to prevent direct light from entering neighboring property.
- SMC 20.50.250: Addresses commercial building design including building articulation, materials, modulation, and facade treatments.
- SMC 20.50.540(G): Addresses sign area, heights, types, illumination, and number of maximum allowable signs.

Development in the analysis area would be subject to the City's existing design review process and would be required to comply with all applicable urban design principles.

In addition to design review and the application of design guidelines, development in the MB zone would be required to comply with all applicable development regulations contained in the Shoreline Zoning Code.

2.3 Transportation

Frontage Improvements

When a property redevelops and applies for permits, frontage improvements (or in-lieu contributions) and right-of-way dedications if needed are required by the City of Shoreline Municipal Code (SMC 20.70). If right-of-way (or an easement) is needed, it also would be required/dedicated by the development to the City. See Section 2.0 for mitigation measure requirements on how the City's specific frontage proposals are to be implemented in the Aurora Square CRA.

Concurrency

Future proposals would meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in SMC 20.60.140 Adequate Streets.

Impact Fees

The City of Shoreline adopted Transportation Impact Fees effective January 1, 2015 per Shoreline Municipal Code (SMC) Chapter 12.40. Payment of the Transportation Impact Fees is designed to mitigate city-wide transportation impacts that will result from residential and non-residential growth within Shoreline. As new development occurs within the CRA, each development would be assessed a per trip fee based on the number of new trips added to the street network.

Commute Trip Reduction

The City has adopted a Commute Trips Reduction Program (SMC 14.10) consistent with State Requirements under RCW 70.94.527.

Internal Pedestrian Access

Chapter 20.60.150 of the SMC requires new development to provide pedestrian facilities that connect street right-of-way to building entrances, safe access to parking areas, and connections connecting commercial developments. As part of its development review process, the City will ensure the implementation of these requirements to encourage walking and transit use.

2.4 Stormwater

- Stormwater management is regulated by federal, state, and local laws and ordinances. This section provides an overview of the key regulations and policies that relate to stormwater management and stormwater impacts.
- The Federal Clean Water Act governs the discharge of pollutants into the waters of the United States and regulates water quality standards for surface water. The discharge of any pollutant from a point source into navigable waters without a proper permit is unlawful, under the act; therefore, the NPDES permit program controls these discharges. Ecology, under RCW 90.48 is the permitting agency for NPDES permits in the state of Washington.
- Under Federal Law, Section 401, any activity requiring a Section 404 permit (placement of fill or dredging within waters of the United States) or a Section 10 permit (placing a structure within the waters of the United States) which may result in any discharge into the navigable waters of the United States must obtain a certification from the state certifying that such discharge will comply with the applicable provisions of the Clean Water Act. Ecology, under chapter RCW 90.48, is the certifying agency for Section 401 permits.
- Ecology is responsible for implementing and enforcing surface water quality regulations in Washington State. The current water quality standards are established in state regulations (WAC 173-201A). General requirements for stormwater management are contained in the *NPDES Phase II Western Washington Municipal Stormwater Permit*. Specific guidance for achieving stormwater management standards for development and redevelopment projects is provided by Ecology in the *Stormwater Management Manual for Western Washington (SMMWW)*. The SMMWW identifies minimum requirements for development and redevelopment projects of all sizes and provides guidance on implementation of BMPs to achieve these requirements. As part of compliance with the *NPDES Phase II Western Washington Municipal Stormwater Permit*, Ecology's regulations require local agencies to adopt stormwater treatment regulations. Many local agencies, including the City of Shoreline, have chosen to adopt the SMMWW rather than develop a similar but unique set of regulations.
- The SMMWW includes requirements and recommended BMPs for managing stormwater runoff during the construction phase. However, if project construction would disturb more than 1 acre of ground and would discharge stormwater to surface waters, redevelopment projects within the study area would require coverage under the *NPDES Construction Stormwater General Permit*. Coverage under this general permit requires submitting an application to Ecology. The permit requires implementing BMPs and performing monitoring activities to minimize construction-related impacts to water quality.
- Local laws require stormwater discharges to meet water quality and flow control standards. Through Shoreline Municipal Code (SMC) 13.10, the City has adopted the most recent version of the

SMMWW published by the Washington State Department of Ecology. The most recent version of the SMMWW was published in August 2012.

2.5 Water and Sewer

- SPU design standards indicate that fire flow is determined based on the City’s Fire Code and considered when issuing Water Availability Certificates. SPU will determine availability of services at the time of development (i.e. Certificates of Availability).
- Shoreline implements Chapter 20.60 SMC, Adequacy of Public Facilities, and requires adequate sewer systems, water supply and fire protection. Shoreline also implements Chapter 13.05 SMC, Water and Sewer Systems Code, and applies King County codes and standards.
- Currently, new development is required to pay a general facilities fee by the wastewater facility provider. Fees in place at the time of application will apply.

2.6 Parks

- In SMC 20.50.240 Site Design, Subsection G, the City requires multifamily open space at a rate of 50 square feet per dwelling unit and a minimum of 800 square feet.
- The City’s commercial site design standards at SMC 20.50.240 Site Design, Subsection F, require public places within commercial portions of development at a rate of four square feet of public place per 20 square feet of net commercial floor area up to a public place maximum of 5,000 square feet.

2.7 Hazardous Materials

- New development will be subject to City codes for handling hazardous materials, including but not limited to applicable provisions of SMC 13.14 and SMC 15.05. New development will also be subject to State and Federal hazardous materials regulations. Based on applicable laws, applicants shall provide the City with an Environmental Assessment in regards to hazardous soils, substances, and materials on site.

3.0 PUBLIC AGENCY ACTIONS AND COMMITMENTS

Under some elements of the Planned Action EIS, specific City or other agency actions are identified. Generally, incorporation of these actions is intended to provide for implementing regulations and infrastructure investments in order to document pending City actions; to establish a protocol for long-term measures to provide for coordination with other agencies; or to identify optional actions that the City may take to reduce impacts. These actions are listed below in Table A-2.

Actions identified as “Proposed Concurrent Actions” refer to legislative actions proposed for adoption together with the Preferred Alternative. Longer term and other agency actions will occur in the future, depending on need. The projected timeframe and responsible departments are identified and will be used in monitoring the implementation of this Ordinance.

Table A-2 will be used in the monitoring process established in Section 5 of this Ordinance.

**Table A-2
Public Agency Mitigation Measures**

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Comp Plan Amendment Cycle or within 5 years	Long Term	Other Agency	Estimated Year of Implementation and Responsible Department
Municipal Code Amendments; Sign Code and Noise Standards (time of day).	X			City	2015
Evaluation of Other Potential Mitigation for Transportation: Consultation and coordination with CRA property owners on additional left-turn capacity for northbound traffic on Aurora Avenue N (see DEIS page 2-65) and integration into Comprehensive Plan and/or CRA Planned Action.		X		City	Monitor. Consider implementation strategies with next Comprehensive Plan Update (approximately 2037) or within 5 years (2020).
Integration of Roadway and Stormwater Capital Projects into City Capital Facility Plan and Capital Improvement Program		X		City	2015 concurrent with budget; or next annual amendment process.
School District Capital Facility Plan		X		Shoreline School District	Process is underway in 2015. City may address in future Comprehensive Plan amendment cycle. District and City to consider impact fees as appropriate.

ORDINANCE NO. 712 - Exhibit A

Sign Code Development Regulations – Aurora Square CRA

SMC 20.50.532 Permit required.

E. Applications for property located within the Aurora Square Community Renewal Area, as defined by Resolution 333, shall be subject to SMC 20.50.620.

SMC 20.50.620 Aurora Square Community Renewal Area Sign Standards.

A. Purpose. The purposes of this subsection are:

1. To provide standards for the effective use of signs as a means of business identification that enhances the aesthetics of business properties and economic viability.

2. To provide a cohesive and attractive public image of the Aurora Square Community Renewal Area lifestyle center.

3. To protect the public interest and safety by minimizing the possible adverse effects of signs.

4. To establish regulations for the type, number, location, size, and lighting of signs that are complementary with the building use and compatible with their surroundings.

B. Location Where Applicable. Map 20.50.620.B illustrates the Aurora Square CRA where the Sign Standards defined in this subsection apply.

Map 20.50.620.B—Aurora Square CRA



C. Definitions. The following definitions apply to this subsection:

<p><u>CRA</u></p>	<p><u>Aurora Square Community Renewal Area, as defined by Resolution 333, the Aurora Square Community Renewal Area Plan, and SMC 20.50.620.B Map.</u></p>
<p><u>CRA Building-Mounted Sign</u></p>	<p><u>A sign permanently attached to a building, including flush-mounted, projecting, awning, canopy, or marquee signs. Under-awning or blade signs are regulated separately.</u></p>
<p><u>CRA Monument Sign</u></p>	<p><u>A freestanding sign with a solid-appearing base under at least 75 percent of sign width from the ground to the base of the sign or the sign itself may start at grade. Monument signs may also consist of cabinet or channel letters mounted</u></p>

	<u>on a fence, freestanding wall, or retaining wall where the total height of the structure meets the limitations of this code.</u>
<u>CRA Pylon Sign</u>	<u>A freestanding sign with a visible support structure or with the support structure enclosed with a pole cover.</u>
<u>CRA Lifestyle Center</u>	<u>That portion of the Aurora Square CRA envisioned in the CRA Renewal Plan as inter-related retail, service, and residential use.</u>
<u>CRA Lifestyle Frontage</u>	<u>That sections of the streets that directly serves and abuts the CRA Lifestyle Center. The three CRA Lifestyle Frontages are on portions of N 160th St, Westminster Way N, and Aurora Ave N.</u>
<u>CRA Signage Design Guidelines</u>	<u>The set of design standards adopted by the City that specifies the common name, logo, taglines, fonts, colors, and sign standards used throughout the CRA Lifestyle Center.</u>
<u>CRA Under-Awning Sign</u>	<u>A sign suspended below a canopy, awning or other overhanging feature of a building.</u>
<u>CRA Way-finding Sign Post</u>	<u>A sign with multiple individual panels acting as directional pointers that are suspended from a freestanding post.</u>
<u>Electronic Message Center (EMC)</u>	<u>A sign with a programmable, changeable digital message.</u>
<u>Portable Sign</u>	<u>A sign that is readily capable of being moved or removed, whether attached or affixed to the ground or any structure that is typically intended for temporary display.</u>
<u>Temporary Sign</u>	<u>A sign that is only permitted to be displayed for a limited period of time, after which it must be removed.</u>
<u>Window Sign</u>	<u>A sign applied to a window or mounted or suspended directly behind a window.</u>

D. Permit Required.

1. Except as provided in this subsection, no permanent sign may be constructed, installed, posted, displayed or modified without first obtaining a sign permit approving the proposed sign's size, design, location, display, and, where applicable, adherence to the CRA Signage Design Guidelines.

2. No permit is required for normal and ordinary maintenance and repair, and changes to the graphics, symbols, or copy of a sign, without affecting the size, structural design or height. Exempt changes to the graphics, symbols or copy of a sign must meet the standards defined herein.

3. All CRA pylon, CRA monument, and CRA wayfinding signs shall conform to the CRA Signage Design Guidelines. For all other types of signs, if an applicant seeks to depart from the standards of this subsection, the applicant must receive an administrative design review approval under SMC 20.30.297.

4. The City reserves the right to withhold sign permits and to assess the property owner up to one hundred dollars per day for failure to install the signs indicated herein by September 1, 2017.

E. Sign Design.

1. Sight Distance. No sign shall be located or designed to interfere with visibility required by the City of Shoreline for the safe movement of pedestrians, bicycles, and vehicles.

2. Private Signs on City Right-of-Way. No private signs shall be located partially or completely in a public right-of-way unless a right-of-way permit has been approved consistent with Chapter 12.15 SMC and is allowed under SMC 20.50.540 through 20.50.610.

3. Sign Copy Area. Calculation of sign area shall use rectangular areas that enclose each portion of the signage such as words, logos, graphics, and symbols other than non-illuminated background. Sign area for signs that project out from a building or are perpendicular to street frontage are measured on one side even though both sides can have copy.

4. Building Addresses. Building addresses should be installed on all buildings consistent with SMC 20.70.250(C) and will not be counted as sign copy area.

5. Materials and Design. All signs, except temporary signs, must be constructed of durable, maintainable materials. Signs that are made of materials that deteriorate

quickly or that feature impermanent construction are not permitted for permanent signage. For example, plywood or plastic sheets without a sign face overlay or without a frame to protect exposed edges are not permitted for permanent signage.

6. CRA Signage Design Guidelines. Design and content of the CRA Pylon, CRA Monument, and CRA Wayfinding Sign Posts shall conform to the CRA Signage Design Guidelines. In addition, all other permanent or temporary signage or advertising displaying the common name, logo, colors, taglines, or fonts of the CRA Lifestyle Center shall comply with the CRA Signage Design Guidelines.

7. Illumination. Where illumination is permitted per Table 20.50.620.E7 the following standards must be met:

a. Channel lettering or individual backlit letters mounted on a wall, or individual letters placed on a raceway, where light only shines through the copy.

b. Opaque cabinet signs where light only shines through copy openings.

c. Shadow lighting, where letters are backlit, but light only shines through the edges of the copy.

d. Neon signs.

e. All external light sources illuminating signs shall be less than six feet from the sign and shielded to prevent direct lighting from entering adjacent property.

f. EMC messages shall be monochromatic. EMCs shall be equipped with technology that automatically dims the EMC according to light conditions, ensuring that EMCs do not exceed 0.3 foot-candles over ambient lighting conditions when measured at the International Sign Association's recommended distance, based on the EMC size. EMC message hold time shall be ten (10) seconds with dissolve transitions. 10% of each hour shall advertise civic, community, educational, or cultural events.

g. Building perimeter/outline lighting is allowed for theaters only.



Individual backlit letters (left image), opaque signs where only the light shines through the copy (center image), and neon signs (right image).

8. Sign Specifications.

Table 20.50.620.E.8 Sign Dimensions	
CRA MONUMENT SIGNS	
<u>Maximum Sign Copy Area</u>	<u>100 square feet. The Monument Sign must be double-sided if the back of the sign is visible from the street.</u>
<u>Maximum Structure Height</u>	<u>Eight (8) feet.</u>
<u>Maximum Number Permitted</u>	<u>Two (2) per driveway.</u>
<u>Sign Content</u>	<u>At least 50% of the Sign Copy Area shall be used to identify the CRA Lifestyle Center. Individual business names, if shown, shall not include logos and shall be a single common color conforming to the CRA Signage Design Guidelines.</u>
<u>Location</u>	<u>At any driveway to a CRA Lifestyle Frontage.</u>
<u>Illumination</u>	<u>Permitted.</u>
<u>Mandatory Installation</u>	<u>At least one (1) monument sign shall be installed at each of three (3) vehicle entries to the CRA Lifestyle Center by September 1, 2017. An extension of up to one (1) year can be granted by the City Manager to accommodate active or planned construction at or near the vehicle entrance.</u>

<u>CRA WAY-FINDING SIGN POSTS</u>	
<u>Maximum Sign Copy Area</u>	<u>Two (2) square feet per business name; no limit on number of businesses displayed.</u>
<u>Maximum Structure Height</u>	<u>Ten (10) feet.</u>
<u>Maximum Number Permitted</u>	<u>No limit.</u>
<u>Sign Content</u>	<u>Individual business names shall not include logos and shall be in a single common color conforming to the CRA Signage Design Guidelines.</u>
<u>Location</u>	<u>Anywhere in the CRA Lifestyle Center.</u>
<u>Illumination</u>	<u>Not permitted.</u>
<u>Mandatory Installation</u>	<u>At least twelve (12) CRA Way-finding Sign Posts shall be installed in the CRA Lifestyle Center by September 1, 2017. An extension of up to one (1) year can be granted by the City Manager to accommodate active or planned construction within the center.</u>
<u>CRA PYLON SIGN</u>	
<u>Maximum Sign Copy Area</u>	<u>300 square feet.</u>
<u>Maximum Structure Height</u>	<u>25 feet.</u>
<u>Maximum Number Permitted</u>	<u>Three (3) pylon signs are allowed.</u>
<u>Sign Content</u>	<u>At least 25% of the Sign Copy Area shall be used for identification of the CRA Lifestyle Center. Up to 50% of the Sign Copy Area may be used for a monochromatic Electronic Message Center (EMC). Individual business names, if shown, shall not include logos but may include any color.</u>
<u>Location</u>	<u>One sign can be located on each of the CRA Lifestyle Frontages that are directly across from properties with Mixed Business (MB) zoning.</u>

<u>Illumination</u>	<u>Permitted.</u>
<u>Mandatory Installation</u>	<u>Three (3) CRA Pylon Signs shall be installed by July 1, 2017. An extension of up to one (1) year can be granted by the City Manager to accommodate active or planned construction at or near the pylon locations.</u>
<u>CRA BUILDING-MOUNTED SIGN</u>	
<u>Maximum Sign Copy Area</u>	<u>Maximum sign area shall not exceed 15% of the tenant fascia or a maximum of 500 square feet, whichever is less.</u>
<u>Maximum Structure Height</u>	<u>Not limited. Projecting, awning, canopy, and marquee signs (above awnings) shall clear sidewalk by nine feet and not project beyond the awning extension or eight feet, whichever is less. These signs may project into public rights-of-way, subject to City approval.</u>
<u>Number Permitted</u>	<u>The sign area per business may be distributed into multiple signs provided that the aggregate sign area is equal to or less than the maximum allowed sign area.</u> <u>Maximum of one projecting sign per tenant, per fascia. Maximum sign area of projecting shall not exceed 10 percent of tenant’s allotted wall sign area.</u>
<u>Illumination</u>	<u>Permitted.</u>
<u>CRA UNDER-AWNING SIGNS</u>	
<u>Maximum Sign Copy Area</u>	<u>12 square feet.</u>
<u>Minimum Clearance from Grade</u>	<u>Eight (8) feet.</u>
<u>Maximum Structure Height</u>	<u>Not to extend above or beyond awning, canopy, or other overhanging feature of a building under which the sign is suspended. Signs may project into the public right-of-way subject to City approval.</u>
<u>Number Permitted</u>	<u>One (1) per business entrance.</u>
<u>Illumination</u>	<u>External only.</u>

9. Window Signs. Window signs are permitted to occupy maximum 25 percent of the total window area. Window signs are exempt from permit if non-illuminated and do not require a permit under the building code.

10. A-Frame Signs. A-frame, or sandwich board, signs are exempt from permit but subject to the following standards:

a. Maximum two signs per business;

b. Must contain the business' name and may be located on the City right-of-way in any of the CRA Lifestyle Frontages;

c. Cannot be located within the required clearance for sidewalks and internal walkways as defined for the specific street classification or internal circulation requirements;

d. Shall not be placed in landscaping, within two feet of the street curb where there is on-street parking, public walkways, or crosswalk ramps;

e. Maximum two feet wide and three feet tall, not to exceed six square feet in area;

f. No lighting of signs is permitted;

g. All signs shall be removed from display when the business closes each day; and

h. A-frame/sandwich board signs are not considered structures.

F. Prohibited Signs.

1. Spinning devices; flashing lights; searchlights, or reader board signs. Traditional barber pole signs allowed.

2. Portable signs, except A-frame signs as allowed by SMC 20.50.660(I).

3. Outdoor off-premises advertising signs (billboards).

4. Signs mounted on the roof.

5. Inflatables.

6. Signs mounted on vehicles.

G. Nonconforming Signs.

1. All pylon signs in the CRA Lifestyle Center existing at the time of adoption of this subsection are considered nonconforming and shall be removed by September 1, 2017. The City reserves the right to assess the property owner up to one hundred dollars per day for failure to remove nonconforming signs as indicated.

2. Nonconforming signs shall not be altered in size, shape, height, location, or structural components without being brought to compliance with the requirements of this Code. Repair and maintenance are allowable, but may require a sign permit if structural components require repair or replacement.

3. Electronic changing message (EMC) or reader boards may not be installed in existing, nonconforming signs without bringing the sign into compliance with the requirements of this code.

H. Temporary Signs.

1. General Requirements. Certain temporary signs not exempted by SMC 20.50.610 shall be allowable under the conditions listed below. All signs shall be nonilluminated. Any of the signs or objects included in this section are illegal if they are not securely attached, create a traffic hazard, or are not maintained in good condition. No temporary signs shall be posted or placed upon public property unless explicitly allowed or approved by the City through the applicable right-of-way permit. Except as otherwise described under this section, no permit is necessary for allowed temporary signs.

2. Temporary On-Premises Business Signs. Temporary banners are permitted to announce sales or special events such as grand openings, or prior to the installation of permanent business signs. Such temporary business signs shall:

a. Be limited to one sign for businesses under 10,000sf, two signs for businesses larger than 10,000sf but smaller than 40,000sf, and three signs for businesses larger than 40,000sf;

b. Be limited to 100 square feet in area;

c. Not be displayed for a period to exceed a total of 60 calendar days effective from the date of installation and not more than four such 60-day periods are allowed in any 12-month period; and

d. Be removed immediately upon conclusion of the sale, event or installation of the permanent business signage.

3. Construction Signs. Banner or rigid signs (such as plywood or plastic) identifying the architects, engineers, contractors or other individuals or firms involved with the construction of a building or announcing purpose for which the building is intended. Total signage area for both new construction and remodeling shall be a maximum of 32 square feet. Signs shall be installed only upon City approval of the development permit, new construction or tenant improvement permit and shall be removed within seven days of final inspection or expiration of the building permit.

4. Feather flags and pennants when used to advertise city-sponsored or CRA Lifestyle Center community events.

5. Pole banner signs that identify the CRA Lifestyle Center.

6. Temporary signs not allowed under this section and which are not explicitly prohibited may be considered for approval under a temporary use permit under SMC 20.30.295 or as part of administrative design review for a comprehensive signage plan for the site.

I. Exempt Signs. The following are exempt from the provisions of this chapter, except that all exempt signs must comply with SMC 20.50.540(A), Sight Distance, and SMC 20.50.540(B), Private Signs on City Right-of-Way:

1. Historic site markers or plaques and gravestones.

2. Signs required by law, including but not limited to:

a. Official or legal notices issued and posted by any public agency or court; or

b. Traffic directional or warning signs.

3. Plaques, tablets or inscriptions indicating the name of a building, date of erection, or other commemorative information, which are an integral part of the building structure or are attached flat to the face of the building, not illuminated, and do not exceed four square feet in surface area.

4. Incidental signs, which shall not exceed two square feet in surface area; provided, that said size limitation shall not apply to signs providing directions, warnings or information when established and maintained by a public agency.

5. State or Federal flags.

6. Religious symbols.

7. The flag of a commercial institution, provided no more than one flag is permitted per business; and further provided, the flag does not exceed 20 square feet in surface area.

8. Neighborhood identification signs with approved placement and design by the City.

9. Neighborhood and business block watch signs with approved placement of standardized signs acquired through the City of Shoreline Police Department.

10. Plaques, signs or markers for landmark tree designation with approved placement and design by the City.

11. Real estate signs not exceeding 24 square feet and seven feet in height, not on City right-of-way. A single fixed sign may be located on the property to be sold, rented or leased, and shall be removed within seven days from the completion of the sale, lease or rental transaction.

12. City-sponsored or community-wide event signs.

13. Parks signs constructed in compliance with the Parks Sign Design Guidelines and Installation Details as approved by the Parks Board and the Director. Departures from these approved guidelines may be reviewed as departures through the administrative design review process and may require a sign permit for installation.

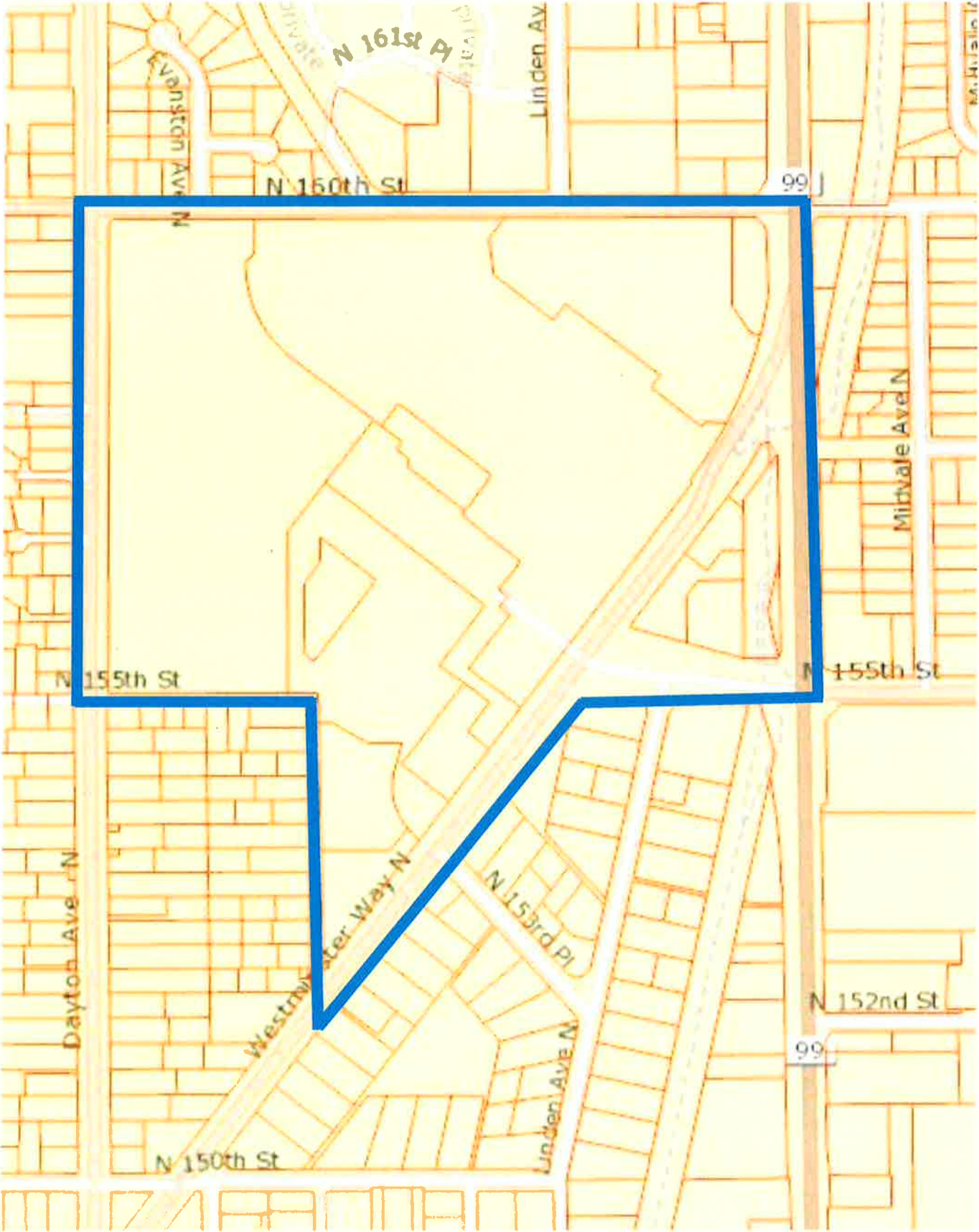
14. Garage sale signs not exceeding four square feet per sign face and not advertising for a period longer than 48 hours.

15. City land-use public notification signs.

16. Menu signs used only in conjunction with drive-through windows, and which contains a price list of items for sale at that drive-through establishment. Menu signs cannot be used to advertise the business to passersby: text and logos must be of a size that can only be read by drive-through customers. A building permit may be required for menu signs based on the size of the structure proposed.

17. Campaign signs that comply with size, location and duration limits provided in Shoreline Administrative Rules.

The Aurora Square Community Renewal Area



ORDINANCE NO. 863

AN ORDINANCE OF THE CITY OF SHORELINE AMENDING THE AURORA SQUARE COMMUNITY RENEWAL AREA PLANNED ACTION ORDINANCE AS ADOPTED BY ORDINANCE NO. 705.

WHEREAS, on August 10, 2015, the City Council adopted Ordinance No. 705, designating the Aurora Square Community Renewal Area as a Planned Action; and

WHEREAS, Section 3(C)(3)(a) of Ordinance No. 705 sets forth the new PM Peak hour and daily trips anticipated within the Planned Action Area for the purpose of establishing transportation thresholds; and

WHEREAS, it was recently determined that the trip generation numbers were reported incorrectly in the environmental documents that informed Section 3(C)(3)(a) because the numbers do not reflect a reduction in trips occurring within a site that has multiple land uses; and

WHEREAS, under the State Environmental Policy Act (SEPA), RCW 43.21C and its implementing regulations, WAC 197-11, the City prepared an Addendum to the Aurora Square Planned Action Environmental Impact Statement to correct these numbers; the City issued the SEPA Addendum on March 8, 2019; and

WHEREAS, Section 3(C)(3)(a) needs to be amended to accurately reflect the trip generation numbers as set forth in the SEPA Addendum; and

WHEREAS, the Planning Commission, after required public notice, on June 6, 2019 held a public hearing on the proposed amendment to Section 3(C)(3)(a) and made a recommendation to the City Council; and

WHEREAS, the City Council, after required public notice, held a study session on the proposed amendment and considered the Planning Commission's recommendations on June 17, 2019; and

WHEREAS, the City Council has determined that Section 3(C)(3)(a) should be amended to accurately report the trip generation numbers expected to be generated so that the correct transportation thresholds are being utilized under the Planned Action;

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

Section 1. Amendment. Section 3(C)(3)(a) of Ordinance No. 705 is amended as follows:

(3) Transportation Thresholds:

(a) Trip Ranges and Thresholds. The number of new PM Peak hour ~~and daily~~ trips anticipated within the Planned Action Area and reviewed in the FEIS for 2035 are as follows:

	Phased Alternative 3	Net Trips Alternative 3
Inbound Trips	1,313 817	760 364
Outbound Trips	1,581 1,038	844 444
Total Trips	2,894 1,855	1,605 808

Section 2. SEPA Addendum. The Addendum to the Aurora Square Planned Action environmental documents, issued March 8, 2019, and attached hereto as Exhibit A, is incorporated into 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 JULY 22, 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

Addendum

Addendum to: City of Shoreline, Aurora Square Planned Action Draft Environmental Impact Statement (December 12, 2014) and Final Environmental Impact Statement (July 24, 2015).

Date Issued: March 8, 2019

Introduction

This document addends the City of Shoreline, Aurora Square Planned Action Draft Environmental Impact Statement (EIS) and Final Environmental Impact Statement.

The Draft EIS is available at this website:

<http://www.shorelinewa.gov/Home/ShowDocument?id=19087>

The Final EIS is available at this website:

<http://www.shorelinewa.gov/Home/ShowDocument?id=21489>

Consistent with the State Environmental Policy Act (SEPA), this addendum has been prepared to correct a reporting error in the trip generation numbers of the Draft EIS and the Final EIS. The trip generation numbers were reported incorrectly in the documents and have been corrected to match the trip generation numbers used in the analysis. There is no change to the analysis of alternatives, significant impacts, or mitigation measures. A notice of this Addendum has been circulated to those receiving the Final EIS.

Discussion

The Draft EIS identified the PM peak hour trips generated for each of the three alternatives in Chapter 3.3, Table 3-13 on page 3-51.

Table 0-1. PM Peak Hour Trip Generation by Alternative

	No Action Alternative 1	Phased Growth Alternative 2	Planned Growth Alternative 3
Inbound Trips	553	933	1,313
Outbound Trips	737	1,159	1,581
Total Trips	1,289	2,092	2,894

Source: KPG 2014

Table 3-13 (above) shows the trip generation numbers without a reduction for trips occurring within a site that has multiple land uses. The *National Cooperative Highway Research Program (NCHRP) Report 684* methodology estimates the number of trips between land uses within the site

(internal capture), which decreases the total vehicle trips external to the site. The transportation analysis in the EIS used trip generation numbers with a reduction for internal capture to evaluate traffic operations for the alternatives. The data in the Table 3-13 incorrectly reports the trip generation numbers without the internal capture reduction.

EIS Corrections

Based on the above review, make the following changes to the Draft EIS and the Final EIS.

1. In the Draft EIS, amend Table 3-13 on page 3-51 as corrected below:

Table 0-1. PM Peak Hour Trip Generation by Alternative

	No Action Alternative 1	Phased Growth Alternative 2	Planned Growth Alternative 3
Inbound Trips	553 <u>453</u>	933 <u>633</u>	1,313 <u>817</u>
Outbound Trips	737 <u>594</u>	1,159 <u>812</u>	1,581 <u>1,038</u>
Total Trips	1,289 <u>1,047</u>	2,092 <u>1,445</u>	2,894 <u>1,855</u>

Source: KPG ~~2014~~2019

2. In the Draft EIS, amend Appendix D: Draft Planned Action Ordinance, Section III D (3) (a) Trip Ranges & Thresholds on page 4 as corrected below:

Peak Hour Inbound and Outbound trips during the PM Peak Hour by Alternative

	No Action Alternative 1	Phased Growth Alternative 2	Alternative 2 Net Trips	Planned Growth Alternative 3	Alternative 3 Net Trips
Inbound Trips	553 <u>453</u>	933 <u>633</u>	380 <u>180</u>	1,313 <u>817</u>	760 <u>364</u>
Outbound Trips	737 <u>594</u>	1,159 <u>812</u>	422 <u>218</u>	1,581 <u>1,038</u>	844 <u>444</u>
Total Trips	1,289 <u>1,047</u>	2,092 <u>1,445</u>	803 <u>398</u>	2,894 <u>1,855</u>	1,605 <u>808</u>

Source: KPG ~~2014~~2019

3. In the Final EIS, amend Appendix B: Proposed Planned Action Ordinance, Section 3 C (3) Transportation Thresholds as corrected below:

(a) Trip Ranges and Thresholds. The number of new PM Peak hour ~~and daily~~ trips anticipated within the Planned Action Area and reviewed in the FEIS for 2035 are as follows:

	No Action Alternative 1	Phased <u>Growth</u> Alternative 2	Net Trips Alternative 2	Phased <u>Planned Growth</u> Alternative 3	Net Trips Alternative 3
Inbound Trips	553 <u>453</u>	933 <u>633</u>	380 <u>180</u>	1,313 <u>817</u>	760 <u>364</u>
Outbound Trips	737 <u>594</u>	1,159 <u>812</u>	422 <u>218</u>	1,581 <u>1,038</u>	844 <u>444</u>
Total Trips	1,289 <u>1,047</u>	2,092 <u>1,445</u>	803 <u>398</u>	2,894 <u>1,855</u>	1,605 <u>808</u>

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorizing the City Manager to Execute a Professional Services Contract with Cascadia Consulting Group in the Amount of \$79,992 for the Climate Impacts and Resiliency Study
DEPARTMENT:	Community Services Division
PRESENTED BY:	Autumn Salamack, Environmental Services Coordinator
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 December of 2018, the Shoreline City Council adopted the 2018 Surface Water Master Plan, which identified the current and future needs of the surface water system within City limits. One of the elements identified in the master plan as being necessary to help sustain a successful surface water system is a Climate Impacts and Resiliency Study. On November 19, 2018, the Council also adopted the 2019-2020 Biennium Budget through Ordinance No. 841, which included \$84,872 for a Climate Impacts/Resiliency Study. Tonight's action would authorize the City Manager to execute the contract with Cascadia Consulting Group, Inc. (Cascadia Consulting Group) to conduct that study.

RESOURCE/FINANCIAL IMPACT:

The 2019-2020 budget contains \$84,872 for this project from the Surface Water Management Utility Fund.

RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute a contract with Cascadia Consulting Group in the amount of \$79,992 for the Climate Impacts and Resiliency Study.

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

BACKGROUND

In December of 2018, the Shoreline City Council adopted the 2018 Surface Water Master Plan, which identified the current and future needs of the surface water system within City limits. One of the elements identified in the master plan as being necessary to help sustain a successful surface water system is a Climate Impacts and Resiliency Study.

The Pacific Northwest climate is changing, and research overwhelmingly asserts that it will continue to do so over the next century. Rising temperatures, shifting precipitation patterns, increasing frequency of extreme events, and rising sea levels are all likely to affect the region, and could potentially cause significant impacts to the Shoreline community, such as exacerbated urban flooding and an increase in the frequency of landslides.

The 2018 Surface Water Master Plan states that “some areas throughout the City are already prone to flooding, so when planning improvement projects, the City must consider the increase of rainfall that the Puget Sound region is expected to have in the future. Special approaches should be considered to downscale regional climate models and model scenarios depicting extreme events, and to propose resiliency measures”.

The Climate Impacts and Resiliency Study will a) identify vulnerabilities associated with climate change across the community and b) identify how to incorporate resiliency measures into capital improvements and operational practices specifically for the City’s stormwater system. This study will also provide information on community vulnerabilities that can be used as a basis for future development of climate adaptation and resiliency plans for the City.

DISCUSSION

Tonight’s action would authorize the City Manager to execute the contract with Cascadia Consulting Group to assess community-wide vulnerabilities from climate change and to develop a framework for reducing vulnerabilities and incorporating resiliency measures into capital improvements and operational practices specifically for the City’s stormwater system.

Contract Scope of Work

The contractor’s Scope of Work (Attachment A) outlines key tasks to provide program deliverables, as listed below:

1. Climate Change Projections: Develop City-specific climate change projections from reputable sources. Document historic trends and calculations of future climate change impacts specific to the City, in a format the public can easily understand, including graphics.

2. Vulnerability Assessment: Develop a highly collaborative and cross-sector process that identifies, categorizes, and prioritizes vulnerabilities across the community based on exposure, sensitivity, and adaptive capacity, and categorized by specific risks of climate change.

3. Resilience Strategy: Develop a dynamic framework to adaptively manage the stormwater system. Use spatial analysis to overlay climate change vulnerabilities in the surface water system with opportunities for increasing resilience.

4. Public Meetings: Design and facilitate two workshops, including one with a City-staff advisory group to share the results of the climate impacts assessment and exposure analysis, and gather sector-specific information to inform the sensitivity and adaptive capacity analyses, and another to collaboratively prioritize vulnerabilities relevant to the surface water system to guide the identification and development of resilience strategies and measures. A public presentation will also be provided to Council regarding the study results.

5. Report: Develop a final report that highlights important data and key messages in a clear, concise, and engaging format to resonate with the Shoreline community. This information will also be shared on the City website.

Consultant Selection Process

In April 2019, staff solicited RFP #9360 for the Climate Impact and Resiliency Study. Three proposals were received from the following firms:

- Cascadia Consulting Group,
- Brown and Caldwell, and
- Geos Institute.

Cascadia Consulting Group was selected based on their previous experience working with communities in the Puget Sound region on climate vulnerability assessment and resiliency planning efforts, and direct experience by their subcontractor, Herrera, working on Shoreline’s stormwater system, including a stormwater needs assessment and gap analysis.

COUNCIL GOAL(S) ADDRESSED

This contract implements City Council Goal #2: Continue to deliver highly-valued public services through management of the City’s infrastructure and stewardship of the natural environment, and specifically Action Step #7: Continue implementing the proactive strategy of the adopted 2017-2022 Surface Water Master Plan.

RESOURCE/FINANCIAL IMPACT

The 2019-2020 budget contains \$84,872 for this project from the Surface Water Management Utility Fund.

RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute a contract with Cascadia Consulting Group in the amount of \$79,992 for the Climate Impacts and Resiliency Study.

ATTACHMENTS

Attachment A: Proposed Scope of Work for the Climate Impact and Resiliency Study

Attachment A

Climate Impact and Resiliency Study Scope of Work

Summary

Cascadia Consulting Group (Cascadia) with subconsultant Herrera (together referred to as “consultant team”) shall help the City of Shoreline (City) assess vulnerabilities to climate change impacts and develop a framework for incorporating climate impacts into capital projects and operations. The project shall be organized into six (6) tasks, outlined in the following table with associated costs and anticipated timeframe.

Task	Number of Hours	Estimated Cost	Anticipated Timeframe
▶ Task 1. Climate Change Projections	92	\$12,882	July-September 2019
▶ Task 2. Vulnerability Assessment	146	\$22,332	September-October 2019
▶ Task 3. Resilience Strategy <ul style="list-style-type: none"> • Near-term actions and draft framework • Usability testing and final framework 	139	\$19,850	October-December 2019 January-March 2020
▶ Task 4. Public Meetings <ul style="list-style-type: none"> • Workshops • City Council presentation 	75	\$9,598	September-October 2019 March 2020
▶ Task 5. Report	80	\$11,930	December 2019-January 2020
▶ Task 6. Project Management	30	\$3,000	July 2019 – Contract end date
Total labor	562	\$79,592	
Total expenses (mileage, printing)*		\$400	
TOTAL		\$79,992	

*The consultant team shall be reimbursed mileage pursuant to the Privately-Owned Vehicle Mileage Reimbursement Rate established by the U.S. General Services Administration.

Assumptions

- ▶ All deliverables shall have at least two rounds of City review; for those that have one round of stakeholder review, the City shall have one final round of review after stakeholder input has been incorporated.
- ▶ The consultant team shall provide the City with at least three (3) business days for review of materials. If more time is needed, the City shall provide an updated timeframe to the consultant team.

- ▶ Cascadia shall be responsible for printing costs associated with the kickoff meeting (Task 1) and workshop participant agendas and related materials (e.g., worksheets) (Task 4). The City shall be responsible for all other printing costs, including the copies of the final report and collateral.
- ▶ All memos, reports, and presentations shall be delivered to the City electronically.
- ▶ Any printed materials should be printed on post-consumer recycled paper and double-sided.

Task 1. Climate Change Projections

Task 1a. Develop City-specific climate change projections

The consultant team shall meet with the City's project team (project manager and up to six (6) additional staff) in an initial **kickoff meeting**, during which the consultant team and the City shall:

- ▶ Confirm project objectives, deliverables, schedule, and communication.
- ▶ Discuss the scope to ensure we cover the desired breadth of community-wide vulnerabilities as well as the depth of detail for surface water system resilience. Potential areas of emphasis to focus on, in addition to the surface water system, may include: infrastructure, critical areas and ecosystems, transportation and mobility, parks and open spaces, housing, and human health.
- ▶ Gather additional information about Shoreline's existing plans and activities, preferred scenarios for climate change projections, available data for the analysis, and preferred platform(s) for communicating results with the public.
- ▶ Identify desired external stakeholders to be engaged in the advisory group.

Cascadia shall **summarize the latest literature on observed and projected climate trends** relevant to the City of Shoreline. The review shall cover climate-related risks based on the City's goals, including sea level rise and storm surge, severe precipitation events, flooding, drought, landslides, extreme temperatures, and wildfire. This shall include drawing from several reports published by the Climate Impacts Group, including *State of the Knowledge: Climate Change in Puget Sound*, *New Projections of Changing Heavy Precipitation in King County*, and *Projected Sea Level Rise for Washington State*; the *National Climate Assessment*; and other relevant studies and datasets.

Task 1b. Utilize RCPs to incorporate future emissions estimates

Cascadia shall **compare local, downscaled projected climate change impacts** based on Representative Concentration Pathways (RCPs) 8.5 and 2.6. Cascadia shall draw on existing climate change literature relevant to Shoreline to create future scenarios for the high-end and low-end emissions pathways. The two scenarios shall be used to conduct the climate change impacts analysis, which will inform the vulnerability assessment and resiliency strategy development. Herrera shall support the comparison by reviewing climate projection data for applicability to surface water planning decision-making.

Task 1c Document historic and projected climate change impacts

Cascadia shall lead the development of a **communications product** that clearly articulates the findings of historic trends and projected climate change impacts. Cascadia shall work with the City to identify the most appropriate format for communicating these results with the public and City decision-makers. The product may take the form of a brief summary report, infographic, or flyer and shall be designed by Cascadia's graphic design team and submitted to the City in an editable electronic format.

Task 1 Deliverables

- ▶ Kickoff meeting
- ▶ Memo summarizing findings of historic climate trends and projected climate change impacts (draft and final)
- ▶ Communications product summarizing the memo (draft and final)

Task 2. Vulnerability Assessment

Task 2a. Develop collaborative and cross-sector process

The consultant team shall **develop a framework to assess climate vulnerabilities** across the community that is designed to meet the City's specific needs now and in the future. The assessment process shall involve four primary steps: (1) exposure analysis (2) sensitivity analysis (3) adaptive capacity analysis, and (4) vulnerability assessment. During the assessment process, the consultant team shall engage with the City project team and an advisory team, comprised of additional City staff and external stakeholders to support the vulnerability assessment process and resilience strategy prioritization.

Step 1. Define Terms and Areas of Concern. During the kick-off meeting, the consultant team and the City shall agree upon definitions for exposure, sensitivity, and adaptive capacity and high, medium, and low ratings for each to facilitate prioritization of the most vulnerable areas, infrastructure, and assets.

At this time, the City shall provide any information on sectors, resources, neighborhoods, or issues of particular concern in the community. These shall include neighborhoods where age, income levels, education levels, race and ethnicity, and other demographic factors could increase vulnerability to climate impacts. The consultant team shall center the most impacted populations to ensure that the vulnerability assessment reflects the intersectional factors and inequities that affect exposure, sensitivity, and adaptive capacity of these populations.

Step 2. Exposure Analysis. The consultant team shall use the climate impacts memo (Task 1) to identify known climate conditions that impose stresses on built, natural, and social systems, with a focus on the stormwater system. The consultant team shall use a matrix of climate impacts and system types to indicate which system elements (areas, infrastructure, and assets) are stressed by each climate condition.

After the exposure analysis is complete, the consultant team shall facilitate the **first workshop** (up to 3 hours) with the City project team and advisory group to share information about the climate impacts and exposure analysis and gather sector-specific information to inform sensitivity and adaptive capacity analyses.

Step 3. Sensitivity Analysis. The consultant team shall evaluate projected changes in climate conditions (changes in stressors) in concert with information gathered through the kickoff meeting and information provided by County staff to identify areas, infrastructure, and assets of built, natural, and social systems that are likely to be most affected by climate impacts the City is likely to face. This initial screening shall be done using qualitative, quantitative, and spatial information, including Census demographic data. The consultant team shall define sensitivity indicators and categorize the conditions of each system (built, natural, and social) as having low, medium, high, or unknown sensitivity to climate change, and enter the results into a GIS map to indicate areas or groups of assets that are sensitive.

Step 4. Adaptive Capacity Analysis. This work shall focus on the elements of built, natural, and social systems with the greatest exposure and sensitivity as identified in steps 1 and 2. The consultant team shall assess the

ability of systems to become more resilient to climate impacts through improved management, policies, operations, or infrastructure, taking into account the relative cost of taking action (e.g., labor, construction, supplies, and programmatic costs). At this point in the process, the consultant team shall engage with the City project team and advisory team through online communications (e.g., SharePoint document) to gather input on existing programs that help build resilience and document gaps or impacts that are not adequately addressed with current programs. Site-specific conditions that affect adaptive capacity shall be defined in GIS, to the extent feasible.

Step 5. Vulnerability Assessment. The final step brings the three separate analyses together. The consultant team shall combine maps and analysis of exposure, sensitivity, and adaptive capacity to identify where systems are most vulnerable—that is, where they have high exposure, high sensitivity, and low adaptive capacity. In addition, by defining areas with unknown sensitivity or adaptive capacity, the results shall clearly identify where existing data is not adequate for a conclusive assessment. A case-by-case decision shall be required to determine where additional data is needed to better define vulnerability.

The consultant team shall provide the electronic **draft vulnerability assessment** in the form of a series of factsheets to the City project team and advisory group to receive feedback. The consultant team shall incorporate feedback into a **final vulnerability assessment**.

Task 2b. Review plans and documents to prioritize vulnerabilities

The results of the vulnerability assessment shall provide an understanding of infrastructure with low to moderate vulnerability and infrastructure with high vulnerability. The consultant team shall review these results to identify where more detailed study is needed to define vulnerability, which may include activities such as computer modeling of the system or more field assessment. This task shall highlight priorities for developing resiliency strategies in Task 3.

The consultant team shall hold a **second workshop** (up to three (3) hours) with the City project team and additional City staff, as needed, to review the vulnerabilities relevant to the surface water system and prioritize the areas of vulnerability to address through resilience strategies.

Task 2 Deliverables

- ▶ Framework to assess climate vulnerabilities across the community
- ▶ Overview factsheet and up to four (4) sector-specific factsheets of vulnerability assessment results (draft and final)

Task 3. Resilience Strategy

Task 3a. Develop and prioritize actions

The consultant team shall use spatial analysis to overlay climate change vulnerabilities in the surface water system with opportunities for increasing resilience. Opportunities shall include planned capital projects from City departments, City facilities (e.g., stormwater facilities or parks facilities), future light rail stations, redevelopment areas, and operations and maintenance practices. In addition to identifying resilience-building opportunities, the consultant team shall identify areas that need site-specific evaluation.

The consultant team shall provide an initial **set of actions to build resiliency** to the City for input. The initial set of actions will be identified based on the consultant team's:

- ▶ Understanding of Shoreline’s unique context, challenges, and opportunities related to climate resilience in the City’s surface water system based on information collected in the kickoff meeting and workshops (Task 2).
- ▶ Knowledge of industry and peer community best practices, including Seattle and King County.
- ▶ Review of relevant policies, including Shoreline’s Surface Water Master Plan, other City plans and policies, and relevant documents reviewed in Tasks 2b and 3c.

The consultant team will use City feedback to further refine the set of actions into a shortlist of actions. The consultant team shall develop a **prioritization framework** to evaluate and rank actions using multi-criteria analysis. The consultant team shall work with the City project team to select the criteria that will be included in the analysis, such as:

- ▶ **Effectiveness and impact** based on projected climate change effects.
- ▶ **Cost**, including affordability and expenditure timeframe.
- ▶ **Realization of “co-benefits”** that build resilience in multiple sectors or provide other benefits.
- ▶ **Equity** in the distribution of benefits and consideration of disadvantaged populations.
- ▶ **Feasibility**, including degree of City control and technological and financial considerations.
- ▶ **Buy-in** from the relevant department(s) and support within the community.
- ▶ **Speed** with which impact can be achieved.
- ▶ **Urgency**, given windows of opportunity in planning and policymaking and the timing of climate impacts.
- ▶ **Criticality** of the element (e.g., infrastructure) to the functioning of the system.

Task 3b. Develop adaptive management framework

The consultant team shall create a dynamic, **mapping framework** for the City to adaptively manage the stormwater system, revisiting the strategy, objectives, vulnerabilities, and actions, into the future. The map shall include site-specific strategies, data used to evaluate vulnerability, and known opportunities for building climate resilience within the system. The City shall be able to update the map as climate predictions change, new data becomes available, or new opportunities are identified. The consultant team will design the mapping framework to be compatible with existing mapping systems in use by the City and based on information and input provided by City staff during the kickoff meeting; based on compatibility and feasibility, the framework may be designed as an online platform.

Once the consultant team has completed the draft framework, the City will coordinate up to five (5) project managers to test the draft framework and provide feedback on its usability. The consultant team will prepare a feedback form for the project managers to use. The City will be responsible for compiling the feedback in a single document and providing it to the consultant team. The consultant team will use the consolidated feedback to revise the framework and generate the final version.

Task 3c. Evaluate compatibility with existing plans

Cascadia shall lead a comprehensive review of existing City plans and efforts, including the City’s Climate Action Plan; Parks, Recreation, and Open Space (PROS) Plan; Transportation Master Plan; and report for Salmon-Safe certification. The review shall ensure the comprehensive set of strategies and measures are inherently compatible with existing plans. The specific areas of alignment between the resiliency strategy and other City plans shall be clearly communicated in the final report.

Task 3 Deliverables

- ▶ List of near-term actions (within the next six (6) years) to build resiliency
- ▶ Framework for prioritizing resilience strategies and adaptive management of surface water system (draft and final)
- ▶ Feedback form for testing adaptive management framework

Task 4. Public Meetings

Task 4a. Present to City Council

The consultant team shall prepare and deliver a presentation about the Study to City Council at the appropriate time during the Study process to best communicate findings from the Study and gain support for the resilience strategies. The consultant team shall determine the best date through discussion with the City project team. Cascadia's graphic design team shall develop a graphics-forward **slide deck** and notes for the presentation.

Task 4b. Workshops with cross-sector representatives

The consultant team shall design and facilitate **two workshops** during the course of the Study. The first workshop will be held with the advisory group to a) share the results of the climate impacts assessment and exposure analysis, and b) gather sector-specific information to inform the sensitivity and adaptive capacity analyses. The second workshop will be held after the vulnerability assessment is completed with the City project team and other staff involved in surface water system management (to be identified by the City) to collaboratively prioritize vulnerabilities relevant to the surface water system to guide the identification and development of resilience strategies and measures.

The consultant team shall provide guidance to the City for identifying workshop attendees. The City will be responsible for meeting logistics, including: coordinating scheduling, securing a location, and inviting and communicating with attendees.

Task 4 Deliverables

- ▶ Slide deck and presentation to City Council
- ▶ Workshop participant and facilitator agendas (draft and final) and summaries/workshop notes

Task 5. Report

Task 5a. Produce dynamic, public-facing report

The consultant team shall develop a **final report** that highlights important data and key messages in a clear, concise, and engaging format to resonate with the Shoreline community. The consultant team shall determine the report structure and format in collaboration with the City project team. At a minimum, it shall include the following principal elements:

- ▶ **Background and methodology**, describing the purpose, goals, and importance of this study and situating it in the broader context of the Shoreline community, as well as the process by which the vulnerabilities and resilience strategies were developed and prioritized.

- ▶ **Vulnerability assessment** that draws on up-to-date climate projections and geospatial data to clearly identify and prioritize vulnerabilities based on exposure, sensitivity, and adaptive capacity.
- ▶ **Resilience strategy**, summarizing tactics chosen to reduce the priority vulnerabilities and incorporate resiliency measures into future surface water system upgrades and other infrastructure and operations improvements.

Cascadia shall create narrative and graphic design materials for the City to create a webpage that will serve as a broadly accessible and dynamic portal to share updates as the City’s resilience efforts move forward. The consultant team shall also create an ArcGIS story map—an interactive webpage that uses maps and overlays to tell engaging and memorable stories—that will be linked to the webpage.

Task 5 Deliverables

- ▶ Final report materials for City webpage
- ▶ ArcGIS story map

Task 6. Project Management

Cascadia shall provide ongoing project management, including staffing, scheduling, monthly invoices with progress reports, check-in calls with the client, and subconsultant contract management.

Task 6 Deliverables

- ▶ Monthly invoices and progress reports
- ▶ Weekly check-in calls and emails

Definitions

“**Built system**” means infrastructure, buildings, and other elements that have been constructed. Examples include roadways, sidewalks, water and electricity delivery systems, and stormwater infrastructure.

“**Natural system**” means waterways and bodies of water, parks and open spaces, critical areas and ecosystems, and other elements of the natural environment.

“**Social system**” means sectors, services, programs, policies, organizations, and other elements that support human wellbeing and economic and political functions, such as human health, affordable housing, jobs, and equity and social justice.

“**City’s project team**” means the project manager and up to six (6) additional staff.

“**Advisory group**” means the City’s project team, as well as additional City staff and external stakeholders.

“**Relative cost of taking action**” means the anticipated level of labor, construction, supplies, programmatic, and other costs required to make a management, policy, operational, or infrastructural change to reduce vulnerability of a particular asset to climate impacts.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Resolution No. 440 – Declaring Certain City-Owned Vehicles Surplus and Authorizing Their Sale as Provided in Shoreline Municipal Code, Chapter 3.50
DEPARTMENT:	Administrative Services Department
PRESENTED BY:	Sara Lane, Administrative Services Director Dan Johnson, Fleet & Facilities Manager
ACTION:	<input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

Staff is requesting City Council approval to surplus two vehicles in accordance with Section 3.50.030(B) of the Shoreline Municipal Code (SMC). SMC 3.50.030(B), which provides for the surplus of personal property valued more than \$5,000 by live auction, requires City Council approval for the sale of these surplus assets. City Council adoption of proposed Resolution No. 440 is required to surplus the two vehicles that are no longer of use for City operations.

Staff intends to sell the identified vehicles and equipment via live auction conducted by James G. Murphy, a private auctioneer under contract with the City. However, the Shoreline School District (SSD) has expressed interest in the City's 2007 Ford F250 Pickup (Vehicle 148). Vehicle 148 has an estimated value of \$7,942. SMC 3.50.040(A) permits the sale of surplus property with this value to another governmental agency without City Council approval. While the City's Fleet Services Division will work with SSD staff to negotiate a reasonable and competitive price for the vehicle, if negotiations fail, staff would sell this vehicle at live auction as authorized by proposed Resolution No. 440.

RESOURCE/FINANCIAL IMPACT:

The estimated cost to surplus all the fleet assets identified in this report if sold by live auction is \$1,353. This represents the 10% commission the auctioneer retains.

RECOMMENDATION

Staff recommends that Council adopt Resolution No. 440 authorizing the surplus of the 2001 Chevrolet Silverado 1500 Pickup and the 2007 Ford F250 Pickup by live auction in accordance with SMC 3.50.030(B).

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

BACKGROUND

Staff has identified two City vehicles for surplus because they are no longer of use for City operations. SMC Section 3.50.030(B) requires City Council approval for the sale of surplus personal property with an individual item value more than \$5,000.

The following surplus vehicles exceed the \$5,000 value threshold identified in the SMC. These values were based on evaluations using Kelley Blue Book.

Vehicle #	Vehicle Make	Estimated Value
126	2001 Chevrolet Silverado 1500 Pickup	\$ 5,589
148	2007 Ford F250 Pickup	\$ 7,942
Total Estimated Value		\$ 13,531

DISCUSSION

Staff intends to sell the vehicles and equipment identified above via live auction conducted by James G. Murphy, the private auctioneer under contract with the City. However, the Shoreline School District (SSD) has expressed interest in the 2007 Ford F250 Pickup (Vehicle 148). Vehicle 148 has an estimated value of \$7,942 per the Kelley Blue Book. SMC 3.50.040(A) permits the sale of surplus property with a value of less than \$50,000 to another governmental entity without City Council approval. The Fleet and Facilities Division intends to work with SSD staff to negotiate a reasonable and competitive price for the vehicle. However, if negotiations fail, the vehicle would be sold at live auction as authorized tonight. Therefore, in the event the vehicle is not sold to SSD, staff has included it within this request so that it can be sold at auction.

In comparison to using the Washington State Department of Enterprise Services or trade-ins for disposal services, private auction services provide the following benefits:

- Higher financial returns generated from the advertisement and auction process.
- Expedite the removal of fleet surplus items from City property creating additional storage space and parking spaces for City customers and employees.
- Faster return of revenue to the Fleet Equipment Program.
- Removal of surplus items from the Washington Cities Insurance Authority.

City Council adoption of proposed Resolution No. 440 (Attachment A) is required to surplus the two vehicles that are no longer of use for City operations.

RESOURCE/FINANCIAL IMPACT

The estimated cost to surplus all the fleet assets identified in this report if sold by live auction is \$1,353. This represents the 10% commission the auctioneer retains.

RECOMMENDATION

Staff recommends that Council adopt Resolution No. 440 authorizing the surplus of the 2001 Chevrolet Silverado 1500 Pickup and the 2007 Ford F250 Pickup by live auction in accordance with SMC 3.50.030(B).

ATTACHMENT

Attachment A: Proposed Resolution No. 440

RESOLUTION NO. 440

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, DECLARING CERTAIN CITY-OWNED VEHICLES SURPLUS AND AUTHORIZING THEIR SALE AS PROVIDED IN SHORELINE MUNICIPAL CODE, CHAPTER 3.50.

WHEREAS, Chapter 3.50 of the Shoreline Municipal Code addresses the sale and disposal of surplus personal property; and

WHEREAS, SMC 3.50.030 requires City Council approval for the sale of surplus personal property with an individual item value in excess of \$5,000; and

WHEREAS, City staff have identified two fleet vehicles that are no longer of use for City operations and the sale of these fleet vehicles would be in the best interest of the City; and

WHEREAS, the two fleet vehicles are a 2001 Chevrolet Silverado 1500 Pickup and a 2007 Ford F250 Pickup, both of which have individual values in excess of \$5,000; and

WHEREAS, per SMC 3.50.030, the City Council has determined that these fleet vehicles should be sold by live auction;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, HEREBY RESOLVES:

Section 1. Declaration of Surplus Personal Property. The following vehicles are declared surplus to the needs of the City of Shoreline:

Vehicle #	Vehicle Description	Fair Market Value
126	2001 Chevrolet Silverado 1500 Pickup	\$5,589
148	2007 Ford F250 Pickup	\$7,942

Section 2. Authorization to Sell and Dispose of Surplus Personal Property. The City Manager or duly authorized agent is hereby authorized to sell and dispose of the Surplus Personal Property identified in Section 1 by Live Auction as provided in SMC 3.50.030(B).

This Resolution shall take effect and be in full force immediately upon passage by the City Council.

ADOPTED BY THE CITY COUNCIL ON JULY 22, 2019.

Mayor Will Hall

ATTEST:

Jessica Simulcik Smith, City Clerk

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorizing the City Manager to Execute the Revised Temporary Construction Easements for Ridgecrest and Ronald Bog Parks and the Revised Ridgecrest Park Memorandum of Possession and Use Agreement and Administrative Possession and Use Agreement with Sound Transit
DEPARTMENT:	City Manager's Office
PRESENTED BY:	Juniper Nammi, Sound Transit Project Manger
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:

City Council authorized the City Manager to execute specific easements and to finalize and execute specific agreements and deeds for proposed Lynnwood Link Extension (LLE) light rail project impacts to Ridgecrest Park on June 24, 2019. Additionally, Council authorized the City Manager to execute a permanent conservation easement for the proposed LLE Project wetland mitigation site at Ronald Bog Park on June 25, 2018. During finalization of the Ridgecrest Park Memorandum of Possession and Use Agreement and the Administrative Possession and Use Agreement Sound Transit determined that a Property Exchange Agreement would be needed to provide clear documentation of the compensation being provided to the City in exchange for the easements and fee acquisition needed for the LLE Project. Also, the procedures governing Sound Transit's property acquisition necessitate that payment or escrow deposit of payment for the acquisitions be made before the deeds and easements are executed. As such, Sound Transit determined that additional substantive revisions needed to be made to the Temporary Construction Easements for both Ridgecrest Park and Ronald Bog Park documents. City Council authorization of the revised easements and agreements is needed before they can be executed by the City Manager.

Tonight, Council is scheduled to authorize the City Manager to execute the following revised agreements and easements affecting Ridgecrest Park and Ronald Bog Park:

- Ridgecrest Park Memorandum of Possession and Use Agreement (Attachment A)
- Administrative Possession and Use Agreement (Attachment B)
- Ridgecrest Park Temporary Construction Easement (Attachment C)
- Ronald Bog Park Temporary Construction Easement (Attachment D)

RESOURCE/FINANCIAL IMPACT:

Sound Transit will be compensating the City for the necessary fee property acquisition and easements for this work within Ridgecrest Park in the form of property and improvement replacement compensation cannot be transferred to the City until

construction of the replacement improvements is completed. Exact value of the land and improvements has not been provided, however the market value of the temporary and permanent easements (excluding the land and improvement impacts) was determined to be \$354,400. An escrow deposit in the amount of \$354,400 will be made pending negotiation of a Property Transfer Agreement and final conveyance of the property and improvement replacement.

Sound Transit will compensate the City one hundred nine thousand dollars and zero cents (\$109,000.00) for the Ronald Bog Temporary Construction Easement. This revenue is not budgeted at this time.

RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute the revised Ridgecrest Park Temporary Construction Easement, revised Ridgecrest Park Memorandum of Possession and Use Agreement and Administrative Possession and Use Agreement, and revised Ronald Bog Temporary Construction Easement as necessary for the Lynnwood Link Extension Project (Attachments A, B, C and D).

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

BACKGROUND

City Council reviewed proposed impact to Ridgecrest park due to Sound Transit's Lynnwood Link Extension Light Rail Project (LLE Project) on June 24, 2019, and authorized execution of the required temporary and permanent easements for these impacts as well as authorizing finalization and execution of the applicable deed and agreements necessary. Council also authorized execution of a permanent conversation easement over a portion of Ronald Bog Park for Sound Transit's proposed wetland mitigation site related to the LLE project on June 25, 2018. A link to the staff reports from these meetings are provided below.

- **June 24, 2019**
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2019/staffreport062419-7i.pdf>
- **June 25, 2018**
<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2018/staffreport062518-7c.pdf>

DISCUSSION

Sound Transit identified an important issue with the Ridgecrest Park Possession and Use Memorandum and Agreement documents during the finalization process, following Council's June 24th authorization for these documents. The rules and regulations that govern Sound Transit acquisition of properties for light rail construction require that compensation for easements and fee land acquisitions be clearly documented and legally binding and compensation needs to be provided to the owner prior to execution of the documents transferring the needed property rights. They determined that the concurrence letter referenced in the Possession and Use agreement did not meet their legal obligations for property acquisition compensation.

As a result, revisions agreed to for the Possession and Use Memorandum and Agreement as well as the Temporary Construction Easement for Ridgecrest Park were more substantive than authorized June 24, 2019. Additionally, Sound Transit realized that compensation for the Temporary Construction Easement at Ronald Bog was not adequately documented and provided in advance of execution of the agreement.

Ridgecrest Park Agreement and Easement Revisions

Staff have worked with Sound Transit to revise and finalized the Possession and Use Memorandum and Agreement documents for Ridgecrest Park as authorized by City Council. However, the revisions are more substantive than was authorized on June 24, 2019. Additionally, revisions to the Temporary Construction Easement were also identified as necessary to meet Sound Transit's property acquisition requirements.

The Memorandum of Possession and Use Agreement (Attachment A) was revised to identify that the subject parcels are commonly referred to as Ridgecrest park and to

specifically reference and include exhibits of all the property interests needed for the project.

The Ridgecrest Park Possession and Use Agreement (Attachment B) was revised to specifically identify and exhibit the property interests that Sound Transit needs to acquire for the LLE project. Additionally, language was added identifying the appraised value of these property interests and requiring that the amount be put into escrow as deposit towards compensation for these property interests. The appraised value of the property interests needed for the LLE project are as follows:

- Subsurface Anchor Easement \$ 52,422.00
- Sewer Utility Easement \$ 7,087.00
- Wall Maintenance Easement \$ 72,491.00
- Temporary Construction Easement (Att. C) \$222,400.00

Total Just Compensation (Rounded) \$354,400.00

Fee acquisition of land and the replacement value of impacted improvements are not itemized in the compensation value determined in the appraisal. The proposed escrow amount will be three hundred fifty-four thousand four hundred dollars and zero cents (\$354,400.00) based on the total of the above compensation amounts for the easements.

Finally, the agreement specifies that the parties have agreed to negotiate and execute a written property exchange agreement to document the terms of the property and improvement compensation that Sound Transit and the City agreed to through the nonbinding concurrence letter (provided with the June 24, 2019, staff report). The Possession and Use Agreement will remain in effect and the deposit will stay in escrow until final deeds and easements are recorded to title transferring properties and improvements between Sound Transit and the City consistent with the planned Property Exchange Agreement.

The Ridgecrest Park Temporary Construction Easement (Attachment C) was revised to specify the monetary compensation value of this property interest as appraised at two hundred twenty-two thousand four hundred and zero cents (\$222,400.00). Since the property will be subject to the Possession and Use Agreement this included in the amount to be deposited to escrow and the pending Property Exchange Agreement can document that the City is accepting in-kind consideration in lieu of the monetary compensation set for in this TCE document.

To allow for this LLE Project work to begin at Ridgecrest Park, Council is being requested to authorize the City Manager to execute the following finalized agreements and easements:

- Memorandum of Possession and Use Agreement (Attachment A)
- Administrative Possession and Use Agreement (Attachment B)
- Temporary Construction Easement (Attachment C)

Ronald Bog Park Temporary Construction Easement

The Permanent Construction Easement compensation is clearly documented as the trail and educational signage improvements in the design as well as the public benefit of the wetland mitigation work through environmental services provided by the improved wetland. However, compensation for the park closure to the public and use of the park by Sound Transit for the duration of construction was not clearly tied to the improvement compensation and public benefits in the required Temporary Construction Easement for Ronald Bog (Attachment D). This document was not previously brought before City Council for authorization because financial compensation was not specified, and the project authorization was tied to the permanent Conservation Easement for the mitigation area.

Sound Transit now proposes to pay the City one hundred and nine thousand dollars and zero cents (\$109,000.00) as compensation for the Ronald Bog Park Temporary Construction Easement based on their appraisal. Monetary compensation is simpler and more expedient for Sound Transit than determining if the value of the construction easement is adequately compensated by the improvements and public benefits and then negotiating unique revisions to the easement or a separate agreement to document. The wetland mitigation work needs to be completed in Ronald Bog Park this year to meet Special Use Permit conditions so a delay for agreement negotiations is not a viable alternative.

To allow for this LLE Project wetland mitigation project to occur at Ronald Bog Park, Council is being requested to authorize the City Manager to execute the following revised easement:

- Ronald Bog Park Temporary Construction Easement (Attachment D)

Additional Agreement

Staff will continue to work with Sound Transit to negotiate the specified Property Exchange Agreement to document and formalize the property and improvement compensation as agreed by concurrence letter. This agreement will be brought to Council for authorization later this year.

COUNCIL GOAL(S) ADDRESSED

Authorization to execute these temporary and permanent agreements and easements would support the 2019-2021 *Council Goal 3 – Continued preparation for regional mass transit in Shoreline*. The park mitigation and required frontage improvements facilitated by these agreements and easements also support *Council Goal 2 - Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment*. The LLE project will provide an incremental step towards implementation of the PROS and Transportation Master Plans with construction of improvements that contribute to the Trail Along the Rail and the Ridgecrest Park Master Plan construction.

RESOURCE/FINANCIAL IMPACT

Sound Transit will be compensating the City for the necessary fee property acquisition and easements for this work within Ridgecrest Park in the form of property and improvement replacement Compensation cannot be transferred to the City until construction of the replacement improvements is completed. Exact value of the land and improvements has not been provided, however the market value of the temporary and permanent easements (excluding the land and improvement impacts) was determined to be \$354,400. An escrow deposit in the amount of \$354,400 will be made pending negotiation of a Property Transfer Agreement and final conveyance of the property and improvement replacement.

Sound Transit will compensate the City one hundred nine thousand dollars and zero cents (\$109,000.00) for the Ronald Bog Temporary Construction Easement. This revenue is not budgeted at this time.

RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute the revised Ridgecrest Park Temporary Construction Easement, revised Ridgecrest Park Memorandum of Possession and Use Agreement and Administrative Possession and Use Agreement, and revised Ronald Bog Temporary Construction Easement as necessary for the Lynnwood Link Extension Project (Attachments A, B, C and D).

ATTACHMENTS

ATTACHMENT A – Memorandum of Possession and Use Agreement
ATTACHMENT B – Administrative Possession and Use Agreement
ATTACHMENT C – Ridgecrest Park Temporary Construction Easement
ATTACHMENT D – Ronald Bog Park Temporary Construction Easement

WHEN RECORDED RETURN TO:

Sound Transit
 Real Property Division
 401 S. Jackson Street
 Seattle, WA 98104-2826

MEMORANDUM OF POSSESSION AND USE AGREEMENT

Grantor(s):	City of Shoreline
Grantee:	Central Puget Sound Regional Transit Authority
Abbreviated Legal Description:	Portion of Lot 3, Block 2, Volume 11 of Plats, Page 72; and Portion of Lots 9&10, Block 1, Volume 57 of Plats, Page 57.
Assessor's Tax Parcel No(s):	2111600046 & 2881700193
ROW No(s):	LL180 & LL181

THIS MEMORANDUM OF POSSESSION AND USE AGREEMENT (this "Memorandum") is made and entered into effect as of the last date signed below by and between Central Puget Sound Regional Transit Authority, a regional transit authority of the State of Washington ("Sound Transit"), and City of Shoreline, a Washington municipal corporation ("Owner").

1. Property. Owner is the owner of certain real property located in **Shoreline**, Washington, **King** County Tax Parcel Nos. 2111600046 & 2881700193, and having an address of 108 NE 161st Street, Shoreline, Washington 98155 and commonly referred to as Ridgecrest Park (the "Property"). The Property is legally described in **Exhibit A** hereto.

2. Project. Sound Transit is authorized pursuant to Sound Transit Board Resolution No. **R2017-19** to acquire the Property for its [Lynnwood Link light rail] project and its related facilities (the "Project").

3. Possession and Use. Pursuant to that certain Administrative Possession and Use Agreement (the "Agreement") dated [Insert Date of Admin P&U] the Owner has granted to Sound Transit, for purposes of the Project, possession and use of the property interests described and depicted on **Exhibit(s) B-F** hereto. Sound Transit shall be granted legal possession and use of such property interests upon deposit of Sound Transit's offer of just compensation for the property interests into an escrow account for disbursement to the Owner.

4. Term: The term of the Agreement shall run from the date the Agreement is last signed through to the date the property interests transfer to Sound Transit whether by deed, easement, or decree, or by court order of immediate possession and use.

5. Public Use and Necessity. Sound Transit and the Owner have agreed that the Property is necessary for public use. If it becomes necessary for Sound Transit to institute condemnation proceedings, the Owner has waived any objection to the entry of an Order Adjudicating Public Use and Necessity and stipulated and acknowledges that the Agreement shall be treated as accorded the same effect as an Order for Immediate Possession and Use.

6. Purpose of Memorandum. This Memorandum is prepared for the purpose of recordation to give notice of the Agreement and certain rights thereunder, and shall not be construed to define, limit, amend or modify the Agreement. In the event of a conflict between the terms hereof and the terms of the Agreement, the terms of the Agreement shall control. This Memorandum may be executed in counterparts.

(Signatures on following page)

Dated and signed on this _____ day of _____, 201____.

Day

Month

Year

Grantor: **City of Shoreline, a municipal corporation**

By: _____

Debbie Tarry

Its: _____

City Manager

Approved as to Form:

By _____

Margaret J. King, City Attorney

Julie Ainsworth-Taylor, Assistant City Attorney

STATE OF WASHINGTON

}
} SS.
}

COUNTY OF KING

I certify that I know or have satisfactory evidence that Debbie Tarry is the person who appeared before me, and said person acknowledged that she signed this instrument, on oath stated that she is authorized to execute the instrument and acknowledged it as the City Manager of the City of Shoreline, to be the free and voluntary act of such party for the uses and purposes mentioned in this instrument.

Dated: _____

Signature: _____

Notary Public in and for the State of Washington

Notary (print name): _____

Residing at: _____

My appointment expires: _____

EXHIBIT A

Legal Description of the Premises

ROW No.: LL180 & LL181

Memorandum of Administrative Possession and Use Agreement

Form approved by Legal 4/9/19

Last saved by James ChungJuniper Nammi on 4/10/19

Edited 7/17/2019 – City of Shoreline (CAO)

EXHIBIT "A"

R/W No. LL-180
PIN 2111600046
CITY OF SHORELINE, A MUNICIPAL CORPORATION

Grantor's Parcel:

LOTS 9 AND 10, BLOCK 1, DULL'S SUBDIVISION NO. 2, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 57 OF PLATS, PAGE 57, IN KING COUNTY, WASHINGTON; EXCEPT ALL THAT PORTION LYING NORTHWESTERLY OF A LINE DRAWN PARALLEL WITH AND 155 FEET SOUTHEASTERLY, WHEN MEASURED AT RIGHT ANGLES AND/OR RADially FROM THE CENTERLINE OF PRIMARY STATE HIGHWAY NO. 1, SEATTLE FREEWAY (EAST 145TH STREET TO EAST 200TH STREET).

(ALSO KNOWN AS: RIDGECREST PARK PARCEL 2 ACCORDING TO RECORDING NO. 9707030436.)

Earl J. Bone 1/10/19

EXHIBIT "A"

R/W No. 181
PIN 2881700193
CITY OF SHORELINE, A MUNICIPAL CORPORATION

Grantor's Parcel:

LOT 3, BLOCK 2, GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THE EAST 120 FEET OF THE SOUTH 225.59 FEET; AND EXCEPT THAT PORTION OF SAID LOT 3, BLOCK 2, LYING NORTHWESTERLY OF A LINE DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH LINE OF SAID LOT 3, AND 125 FEET SOUTHEASTERLY WHEN MEASURED AT RIGHT ANGLES AND/OR RADIALLY FROM THE CENTERLINE OF PRIMARY STATE HIGHWAY NO. 1, SEATTLE FREEWAY (EAST 145TH STREET TO EAST 200TH STREET); THENCE NORTHEASTERLY AND PARALLEL WITH SAID CENTERLINE TO A POINT OPPOSITE HIGHWAY ENGINEER'S STATION 196+00 AND 125 FEET EASTERLY THEREFROM; THENCE NORTHEASTERLY TO A POINT OPPOSITE HIGHWAY ENGINEER'S STATION 198+00 AND 180 FEET EASTERLY THEREFROM; THENCE NORTHEASTERLY AND PARALLEL WITH SAID CENTERLINE TO THE NORTH LINE OF SAID LOT 3.

(ALSO KNOWN AS: RIDGECREST PARK, PARCEL 1, ACCORDING TO RECORDING NO. 9707030436.)

Earl J. Bone 4/10/19

EXHIBIT "B"

Fee Acquisition

EXHIBIT "B"

R/W No. LL-180
 PIN 2111600046
 CITY OF SHORELINE, A MUNICIPAL CORPORATION

Fee Take Area Acquired by Grantee:

THAT PORTION OF GRANTOR'S PARCEL (SAID PARCEL BEING DESCRIBED IN EXHIBIT "A") LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE:

COMMENCING AT THE SOUTHEAST CORNER OF GRANTOR'S PARCEL;
 THENCE N87°55'26"W ALONG THE SOUTH LINE OF GRANTOR'S PARCEL A DISTANCE OF 85.54 FEET TO THE **POINT OF BEGINNING OF THE HEREIN DESCRIBED LINE**;
 THENCE N13°42'07"E A DISTANCE OF 138.81 FEET TO THE NORTH LINE OF GRANTOR'S PARCEL AT A POINT DISTANT 52.52 FEET WESTERLY, MEASURED ALONG SAID NORTH LINE, FROM THE NORTHEAST CORNER THEREOF, SAID POINT BEING THE END OF THE HEREIN DESCRIBED **LINE**.

CONTAINING 481 SQUARE FEET, MORE OR LESS

TOGETHER WITH THAT PORTION OF GRANTOR'S PARCEL DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF GRANTOR'S PARCEL;
 THENCE N87°55'26"W ALONG THE SOUTH LINE OF GRANTOR'S PARCEL A DISTANCE OF 85.54 FEET;
 THENCE N13°42'07"E A DISTANCE OF 36.10 FEET;
 THENCE S76°17'53"E A DISTANCE OF 15.43 FEET TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 9.00 FEET, TO WHICH POINT A RADIAL LINE BEARS N76°17'53"W;
 THENCE SOUTHERLY AND EASTERLY, TO THE LEFT ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 101°37'25" AN ARC DISTANCE OF 15.96 FEET;
 THENCE S87°55'18"E A DISTANCE OF 21.99 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT HAVING A RADIUS OF 51.50 FEET;
 THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 38°21'46", AN ARC DISTANCE OF 34.48 FEET TO THE EAST LINE OF GRANTOR'S PARCEL;
 THENCE S00°03'04"E ALONG SAID EAST LINE A DISTANCE OF 10.32 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 1,889 SQUARE FEET, MORE OR LESS

ALL CONTAINING 2,370 SQUARE FEET, MORE OR LESS.

Earl J. Bone 5/7/19

FEE TAKE AND TEMPORARY CONSTRUCTION EASEMENT

NE 1/4 NW 1/4 SEC 17, T 26 N, R 4 E, W.M.

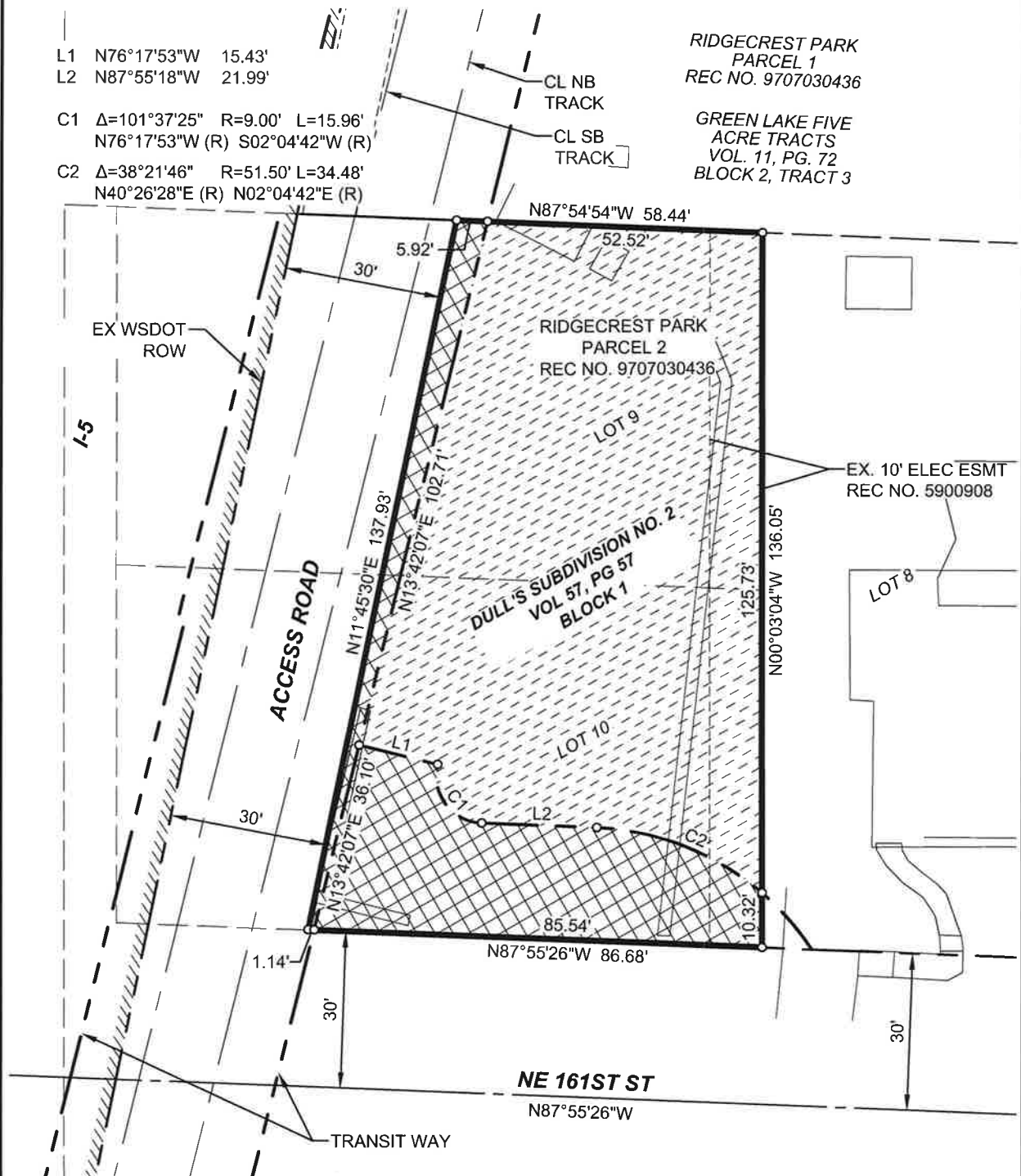
L1 N76°17'53"W 15.43'
L2 N87°55'18"W 21.99'

C1 Δ=101°37'25" R=9.00' L=15.96'
N76°17'53"W (R) S02°04'42"W (R)

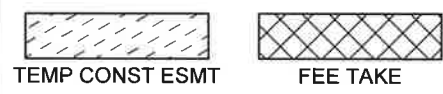
C2 Δ=38°21'46" R=51.50' L=34.48'
N40°26'28"E (R) N02°04'42"E (R)

RIDGECREST PARK
PARCEL 1
REC NO. 9707030436

GREEN LAKE FIVE
ACRE TRACTS
VOL. 11, PG. 72
BLOCK 2, TRACT 3



LEGEND	
	LIGHT RAIL TRANSIT WAY
	RIGHT-OF-WAY LINE
	EASEMENT LINE PERMANENT
	EASEMENT LINE TEMPORARY
	EXISTING RIGHT-OF-WAY LINE
	STREET CENTER LINE
	PLATTED LOT LINE
	PROPERTY LINE
	PARENT PARCEL



SHEET 1 OF 3

SOUNDTRANSIT

**HNTB
Jacobs**

L & A LIN & ASSOCIATES

LINK LIGHT RAIL TRANSIT SYSTEM

PARCEL AREA:	9,866 SF	CONST ESMT:	7,496 SF
FEE TAKE AREA:	2,370 SF		
REMAINING AREA:	7,496 SF		
EXHIBIT "C"			
R/W NO. LL-180 PARCEL MAP			
ASSESSOR NO.:	2111600046	DATE:	5/7/2019
OWNER: CITY OF SHORELINE			
BLOCK NO.:	1	LOT NO.:	9 & 10
CITY OF SHORELINE		KING COUNTY, WA	

EXHIBIT "B"

R/W No. 181
PIN 2881700193
CITY OF SHORELINE, A MUNICIPAL CORPORATION

Fee Take Area Acquired by Grantee:

ALL THAT PORTION OF GRANTOR'S PARCEL (SAID PARCEL BEING DESCRIBED IN EXHIBIT "A")
LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE:

COMMENCING AT THE SOUTHERLY-MOST SOUTHEAST CORNER OF GRANTOR'S PARCEL,
(BEING THE SOUTHWEST CORNER OF THE EAST 120 FEET OF THE SOUTH 225.59 FEET OF
LOT 3, BLOCK 2, GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING
TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY,
WASHINGTON);
THENCE N87°54'54"W ALONG THE SOUTH LINE OF GRANTOR'S PARCEL A DISTANCE OF
442.38 FEET TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED LINE;
THENCE N13°42'07"E A DISTANCE OF 261.93 FEET;
THENCE S76°18'57"E A DISTANCE OF 3.07 FEET;
THENCE N13°06'21"E A DISTANCE OF 21.44 FEET TO THE WEST LINE OF SAID PARCEL,
BEING ALSO THE EAST RIGHT-OF-WAY MARGIN OF INTERSTATE 5, AND THE END OF THE
HEREIN DESCRIBED LINE.

CONTAINING 7,439 SQUARE FEET, MORE OR LESS.

Earl J. Bone 1/10/19

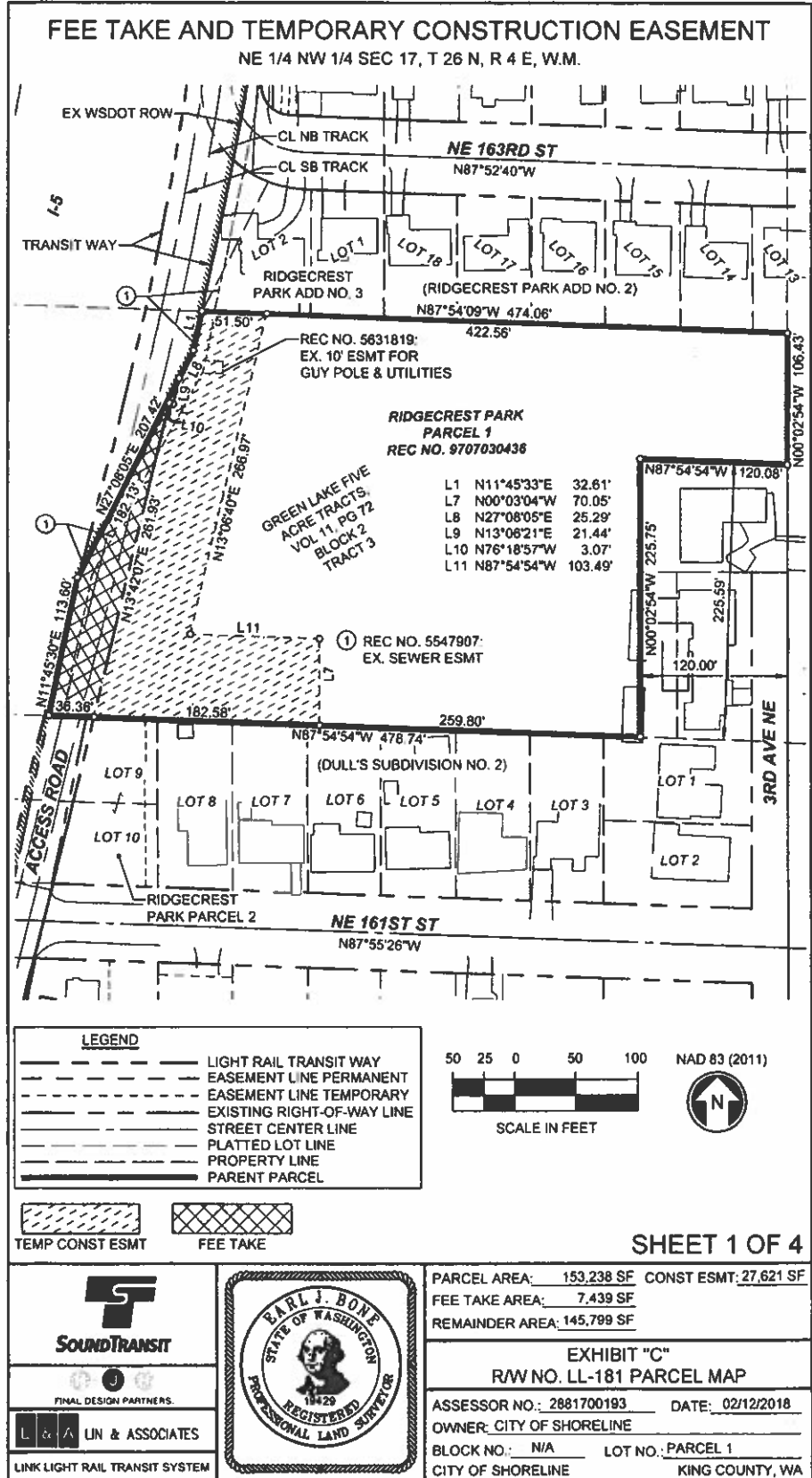


EXHIBIT "C"

Wall Maintenance Easement

EXHIBIT "B"

R/W No. LL-180
PIN 2111600046
CITY OF SHORELINE, A MUNICIPAL CORPORATION

Wall & Maintenance Easement Area Acquired by Grantee:

THAT PORTION OF GRANTOR'S PARCEL (SAID PARCEL BEING DESCRIBED IN EXHIBIT "A") BEING A STRIP OF LAND 10.00 FEET IN WIDTH, THE **WESTERLY** LINE OF SAID STRIP BEING DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF GRANTOR'S PARCEL;
THENCE N87°55'26"W ALONG THE SOUTH LINE OF GRANTOR'S PARCEL, A DISTANCE OF 85.54 FEET TO THE **POINT OF BEGINNING** OF THE HEREIN DESCRIBED **LINE**;
THENCE N13°42'07"E A DISTANCE OF 138.81 FEET TO THE NORTH LINE OF GRANTOR'S PARCEL AT A POINT DISTANT 52.52 FEET WESTERLY, MEASURED ALONG SAID NORTH LINE, FROM THE NORTHEAST CORNER THEREOF, SAID POINT BEING THE **END** OF THE HEREIN DESCRIBED **LINE**.

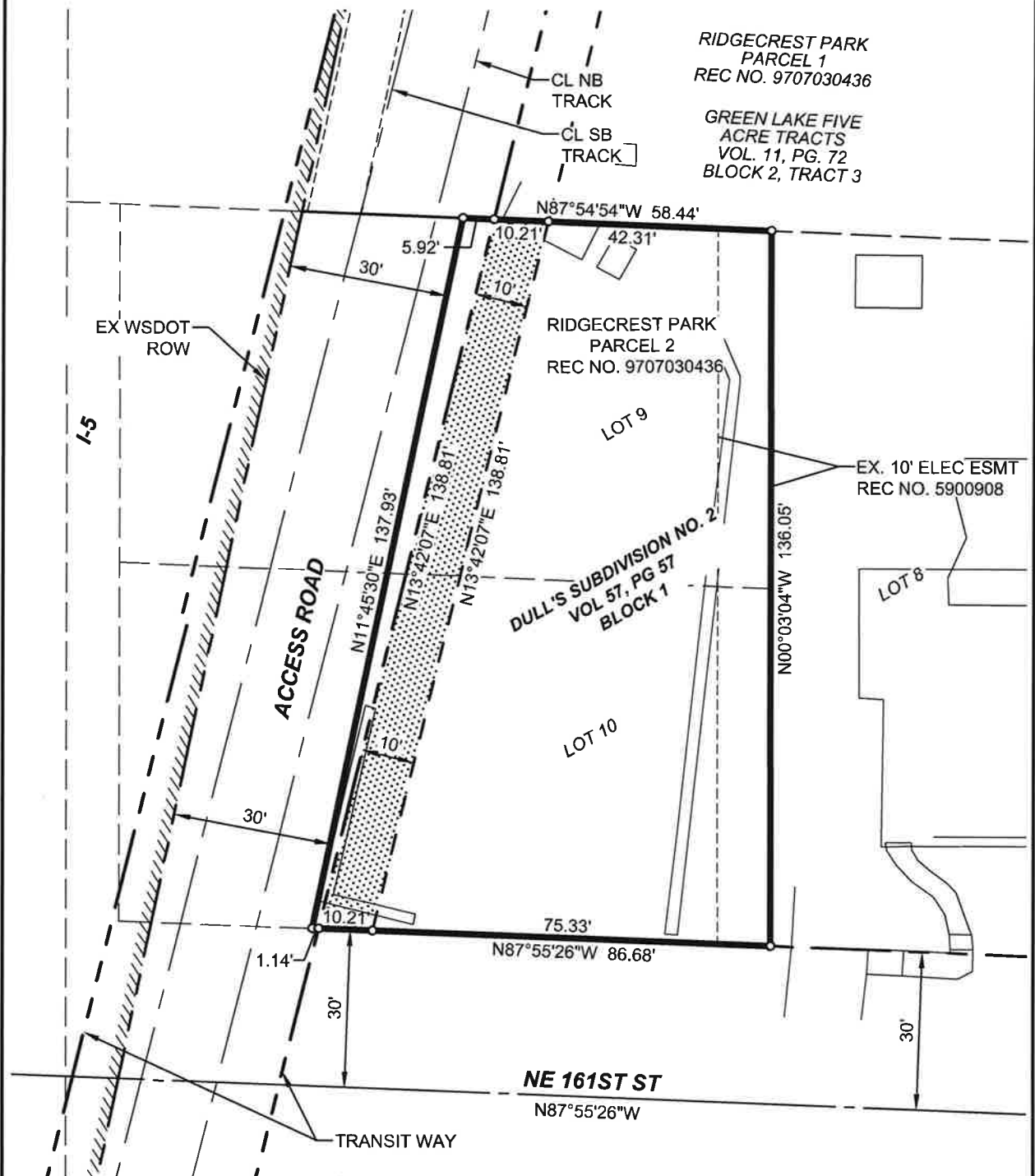
THE EASTERLY LINE OF SAID STRIP TO BE PROLONGED OR SHORTENED TO TERMINATE IN THE NORTH AND SOUTH LINES OF GRANTOR'S PARCEL.

CONTAINING 1,388 SQUARE FEET, MORE OR LESS.

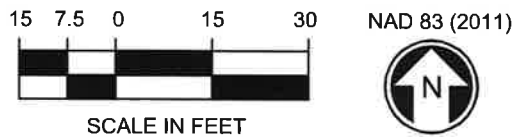
Earl J. Bone 1/10/19

WALL & MAINTENANCE EASEMENT

NE 1/4 NW 1/4 SEC 17, T 26 N, R 4 E, W.M.



LEGEND	
	LIGHT RAIL TRANSIT WAY
	RIGHT-OF-WAY LINE
	EASEMENT LINE PERMANENT
	EASEMENT LINE TEMPORARY
	EXISTING RIGHT-OF-WAY LINE
	STREET CENTER LINE
	PLATTED LOT LINE
	PROPERTY LINE
	PARENT PARCEL



PERMANENT ESMT

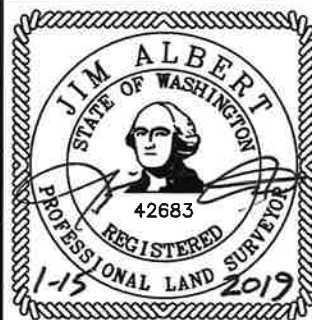
SHEET 2 OF 3

SOUNDTRANSIT

HNTB Jacobs trusted design partners

L & A LIN & ASSOCIATES

LINK LIGHT RAIL TRANSIT SYSTEM



PARCEL AREA: 9,866 SF
WALL ESMT: 1,388 SF

EXHIBIT "C"
R/W NO. LL-180 PARCEL MAP

ASSESSOR NO.: 2111600046 DATE: 1/15/2019
OWNER: CITY OF SHORELINE
BLOCK NO.: 1 LOT NO.: 9 & 10
CITY OF SHORELINE KING COUNTY, WA

EXHIBIT "B"

R/W No. 181
PIN 2881700193
CITY OF SHORELINE, A MUNICIPAL CORPORATION

Wall & Maintenance Easement Area Acquired by Grantee:

THAT PORTION OF GRANTOR'S PARCEL (SAID PARCEL BEING DESCRIBED IN EXHIBIT "A") LYING BETWEEN THE FOLLOWING DESCRIBED LINES:

EAST SIDE LINE:

COMMENCING AT THE SOUTHERLY MOST SOUTHEAST CORNER OF GRANTOR'S PARCEL;
THENCE N87°54'54"W ALONG THE SOUTH LINE OF SAID PARCEL, A DISTANCE OF 432.17 FEET TO THE POINT OF BEGINNING;
THENCE N13°42'07"E A DISTANCE OF 259.87 FEET;
THENCE S76°18'57"E A DISTANCE OF 2.97 FEET;
THENCE N12°59'58"E A DISTANCE OF 79.53 FEET TO THE NORTH LINE OF GRANTOR'S PARCEL, BEING THE END OF THE HEREIN DESCRIBED EAST SIDE LINE;

WEST SIDE LINE:

COMMENCING AT THE SOUTHERLY MOST SOUTHEAST CORNER OF GRANTOR'S PARCEL;
THENCE N87°54'54"W ALONG THE SOUTH LINE OF SAID PARCEL, A DISTANCE OF 442.38 FEET TO THE POINT OF BEGINNING;
THENCE N13°42'07"E A DISTANCE OF 261.93 FEET;
THENCE S76°18'57"E A DISTANCE OF 3.07 FEET;
THENCE N13°06'21"E A DISTANCE OF 21.44 FEET TO THE WEST LINE OF GRANTOR'S PARCEL, BEING ALSO THE EAST RIGHT-OF-WAY MARGIN OF INTERSTATE 5;
THENCE NORTHERLY ALONG SAID WEST LINE AND MARGIN TO THE NORTHWEST CORNER OF GRANTOR'S PARCEL, BEING THE END OF THE HEREIN DESCRIBED WEST SIDE LINE.

CONTAINING 3,121 SQUARE FEET, MORE OR LESS.

Earl J. Bone 1/10/19

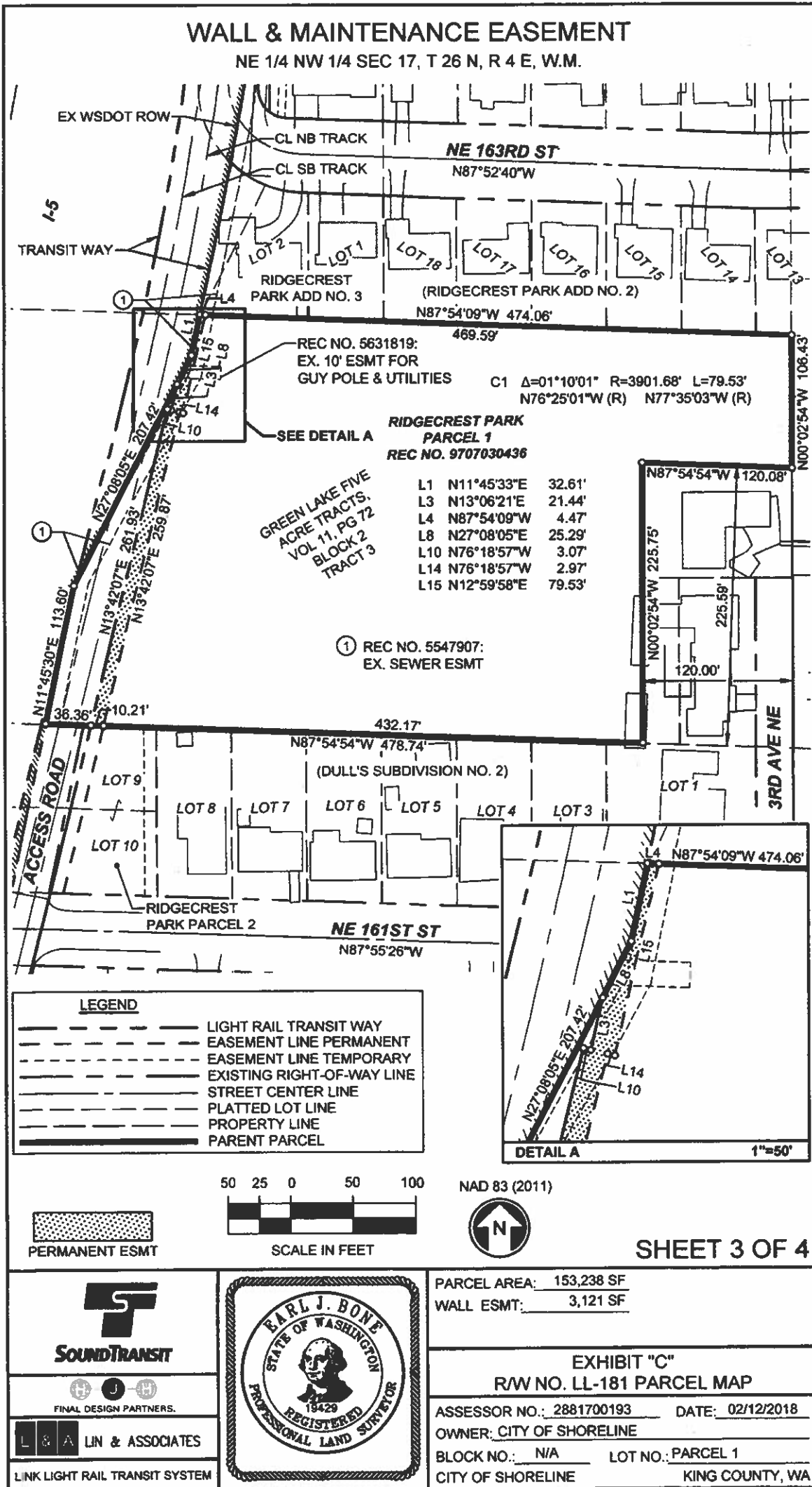


EXHIBIT "D"

Sewer Utility Easement

EXHIBIT "B"

R/W No. LL-180
PIN 2111600046
CITY OF SHORELINE, A MUNICIPAL CORPORATION

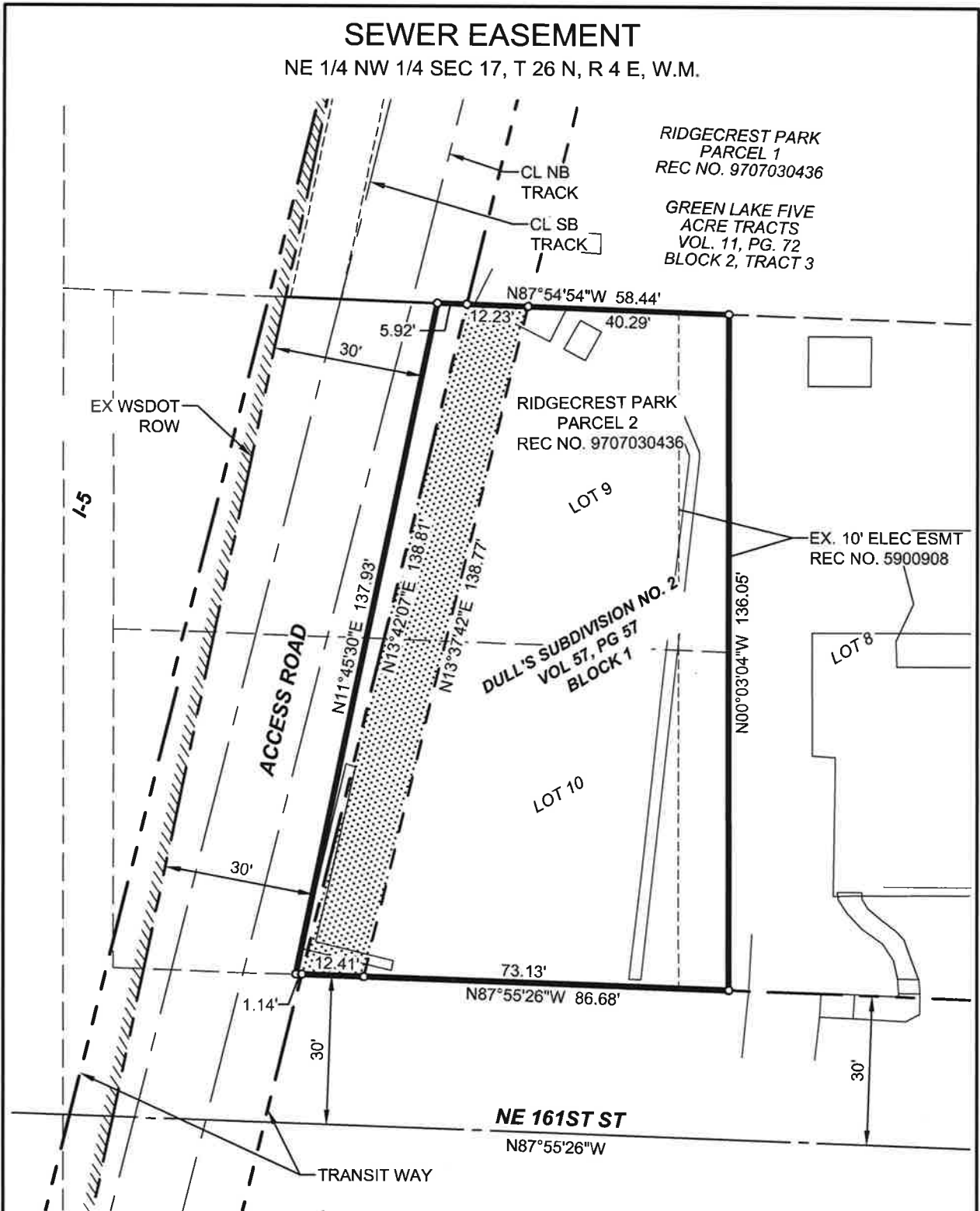
Sewer Easement Area Acquired by Grantee:

THAT PORTION OF GRANTOR'S PARCEL (SAID PARCEL BEING DESCRIBED IN EXHIBIT "A")
DESCRIBED AS FOLLOWS:

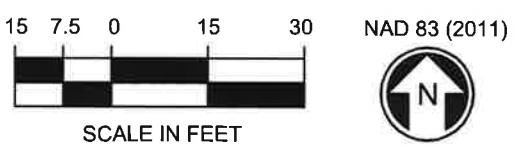
COMMENCING AT THE SOUTHEAST CORNER OF GRANTOR'S PARCEL;
THENCE N87°55'26"W ALONG THE SOUTH LINE OF GRANTOR'S PARCEL, A DISTANCE OF
73.13 FEET TO THE **POINT OF BEGINNING**;
THENCE CONTINUING N87°55'26"W ALONG SAID SOUTH LINE, A DISTANCE OF 12.41 FEET;
THENCE N13°42'07"E A DISTANCE OF 138.81 FEET TO THE NORTH LINE OF GRANTOR'S
PARCEL AT A POINT DISTANT 52.52 FEET WESTERLY, MEASURED ALONG SAID NORTH
LINE, FROM THE NORTHEAST CORNER THEREOF;
THENCE S87°54'54"E ALONG SAID NORTH LINE A DISTANCE OF 12.23 FEET;
THENCE S13°37'42"W A DISTANCE OF 138.77 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 1,675 SQUARE FEET, MORE OR LESS.

Earl J. Bone 1/10/19



LEGEND	
	LIGHT RAIL TRANSIT WAY
	RIGHT-OF-WAY LINE
	EASEMENT LINE PERMANENT
	EASEMENT LINE TEMPORARY
	EXISTING RIGHT-OF-WAY LINE
	STREET CENTER LINE
	PLATTED LOT LINE
	PROPERTY LINE
	PARENT PARCEL



PERMANENT ESMT

SHEET 3 OF 3

SOUNDTRANSIT

HNTB Jacobs Trusted design partners

L & A LIN & ASSOCIATES

LINK LIGHT RAIL TRANSIT SYSTEM

JIM ALBERT
STATE OF WASHINGTON
REGISTERED PROFESSIONAL LAND SURVEYOR
42683
1-15 2019

PARCEL AREA: 9,866 SF	SEWER ESMT: 1,675 SF
EXHIBIT "C" R/W NO. LL-180 PARCEL MAP	
ASSESSOR NO.: 2111600046	DATE: 1/15/2019
OWNER: CITY OF SHORELINE	
BLOCK NO.: 1	LOT NO.: 9 & 10
CITY OF SHORELINE KING COUNTY, WA	

EXHIBIT "B"

R/W No. 181
PIN 2881700193
CITY OF SHORELINE, A MUNICIPAL CORPORATION

Sewer Easement Area Acquired by Grantee:

THAT PORTION OF GRANTOR'S PARCEL (SAID PARCEL BEING DESCRIBED IN EXHIBIT "A")
DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHERLY MOST SOUTHEAST CORNER OF GRANTOR'S PARCEL;
THENCE N87°54'54"W ALONG THE SOUTH LINE OF SAID PARCEL, A DISTANCE OF 430.15
FEET TO THE POINT OF BEGINNING;
THENCE CONTINUING S87°54'54"E ALONG SAID LINE A DISTANCE OF 12.23 FEET;
THENCE N13°42'07"E A DISTANCE OF 260.87 FEET;
THENCE S76°00'43"E A DISTANCE OF 11.64 FEET TO THE EASTERLY LINE OF THE EXISTING
SEWER EASEMENT RECORDED UNDER RECORDING NUMBER 5547907;
THENCE S13°37'42"W A DISTANCE OF 258.35 FEET TO THE POINT OF BEGINNING.

CONTAINING 3,067 SQUARE FEET, MORE OR LESS.

Earl J. Bone 1/10/19

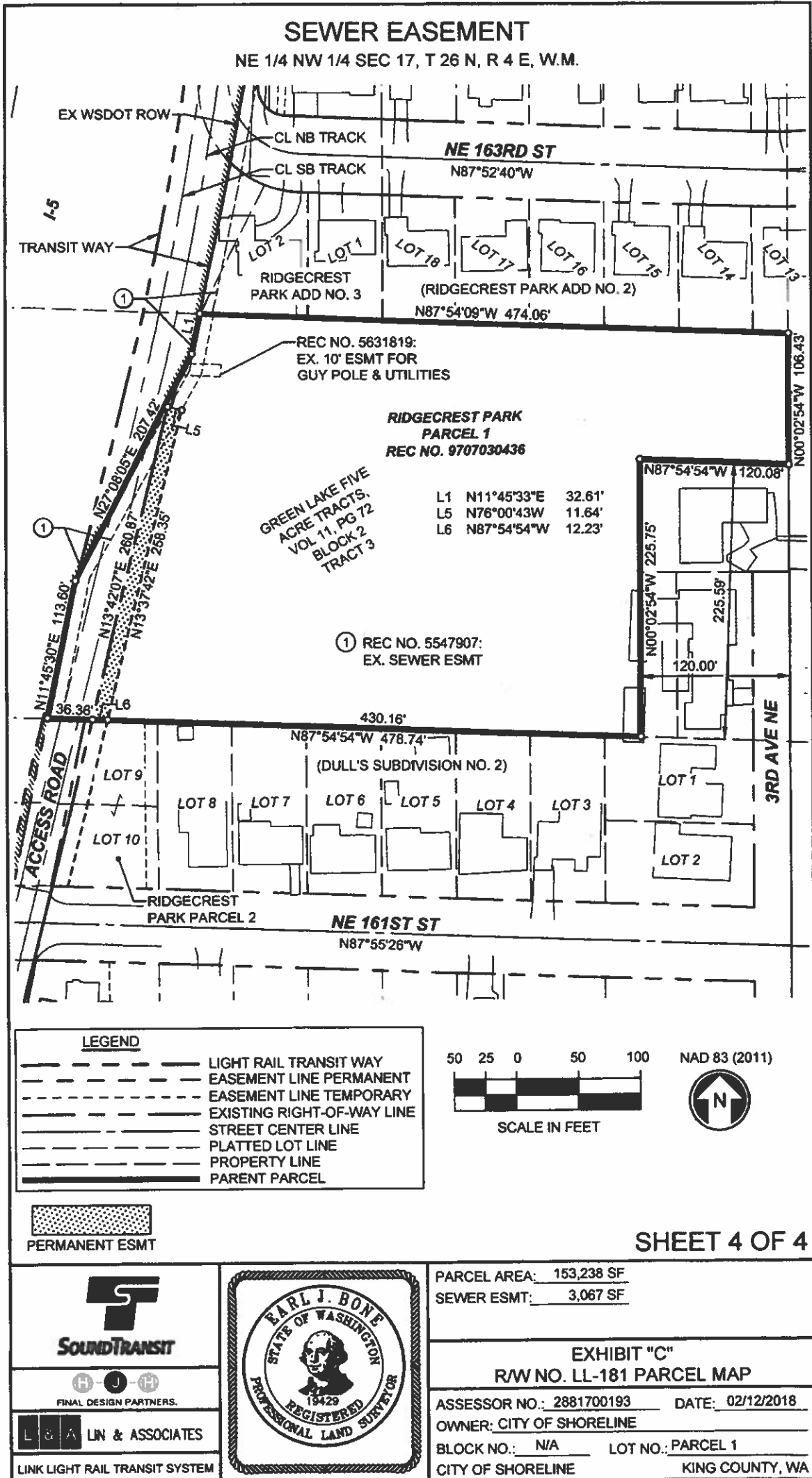


EXHIBIT "E"

Subsurface Anchors Easement

EXHIBIT "B"

R/W No. 181
PIN 2881700193
CITY OF SHORELINE, A MUNICIPAL CORPORATION

Subsurface Anchor Easement Area Acquired by Grantee:

THAT PORTION OF GRANTOR'S PARCEL (SAID PARCEL BEING DESCRIBED IN EXHIBIT "A")
DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF GRANTOR'S PARCEL;
THENCE N87°54'09"W ALONG THE NORTH LINE OF SAID PARCEL A DISTANCE OF 406.13
FEET TO THE **POINT OF BEGINNING**;
THENCE S12°53'48"W A DISTANCE OF 92.28 FEET;
THENCE N76°18'57"W A DISTANCE OF 72.38 FEET;
THENCE N13°06'21"E A DISTANCE OF 21.44 FEET TO THE WEST LINE OF SAID PARCEL,
BEING ALSO THE EAST RIGHT-OF-WAY MARGIN OF INTERSTATE 5;
THENCE NORTHERLY ALONG SAID WEST LINE AND MARGIN TO THE NORTHWEST
CORNER OF GRANTOR'S PARCEL;
THENCE S87°54'09"E ALONG THE NORTH LINE OF SAID PARCEL A DISTANCE OF 67.93 FEET
TO THE **POINT OF BEGINNING**;

CONTAINING 5,873 SQUARE FEET, MORE OR LESS.

Earl J. Bone 1/10/19

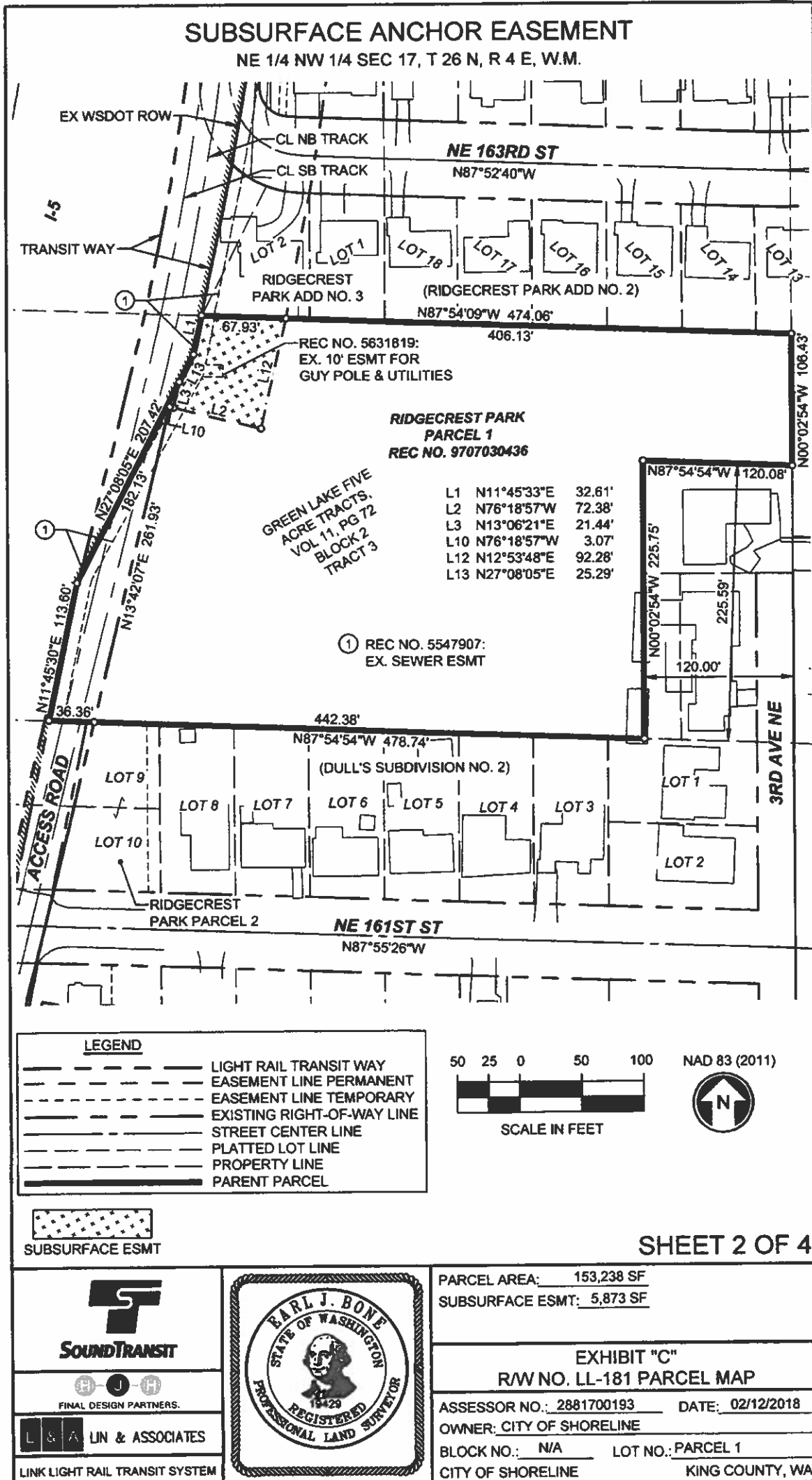


EXHIBIT "F"

Temporary Construction Easement

EXHIBIT "B"
LL180 Easement Area

FEE TAKE AND TEMPORARY CONSTRUCTION EASEMENT

NE 1/4 NW 1/4 SEC 17, T 26 N, R 4 E, W.M.

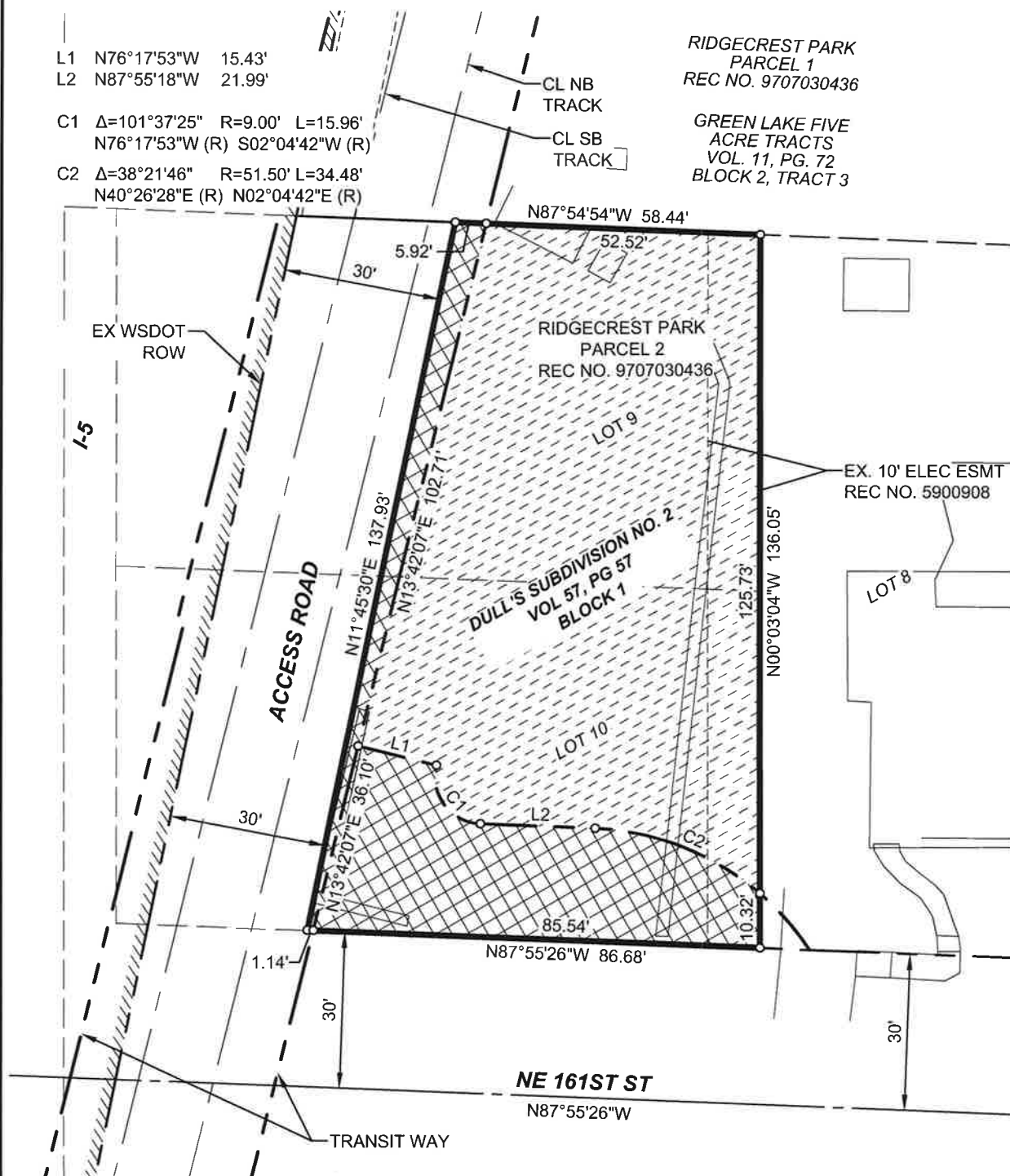
L1 N76°17'53"W 15.43'
L2 N87°55'18"W 21.99'

C1 Δ=101°37'25" R=9.00' L=15.96'
N76°17'53"W (R) S02°04'42"W (R)

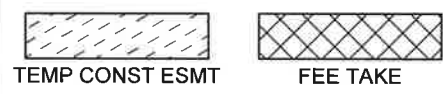
C2 Δ=38°21'46" R=51.50' L=34.48'
N40°26'28"E (R) N02°04'42"E (R)

RIDGECREST PARK
PARCEL 1
REC NO. 9707030436

GREEN LAKE FIVE
ACRE TRACTS
VOL. 11, PG. 72
BLOCK 2, TRACT 3



LEGEND	
	LIGHT RAIL TRANSIT WAY
	RIGHT-OF-WAY LINE
	EASEMENT LINE PERMANENT
	EASEMENT LINE TEMPORARY
	EXISTING RIGHT-OF-WAY LINE
	STREET CENTER LINE
	PLATTED LOT LINE
	PROPERTY LINE
	PARENT PARCEL



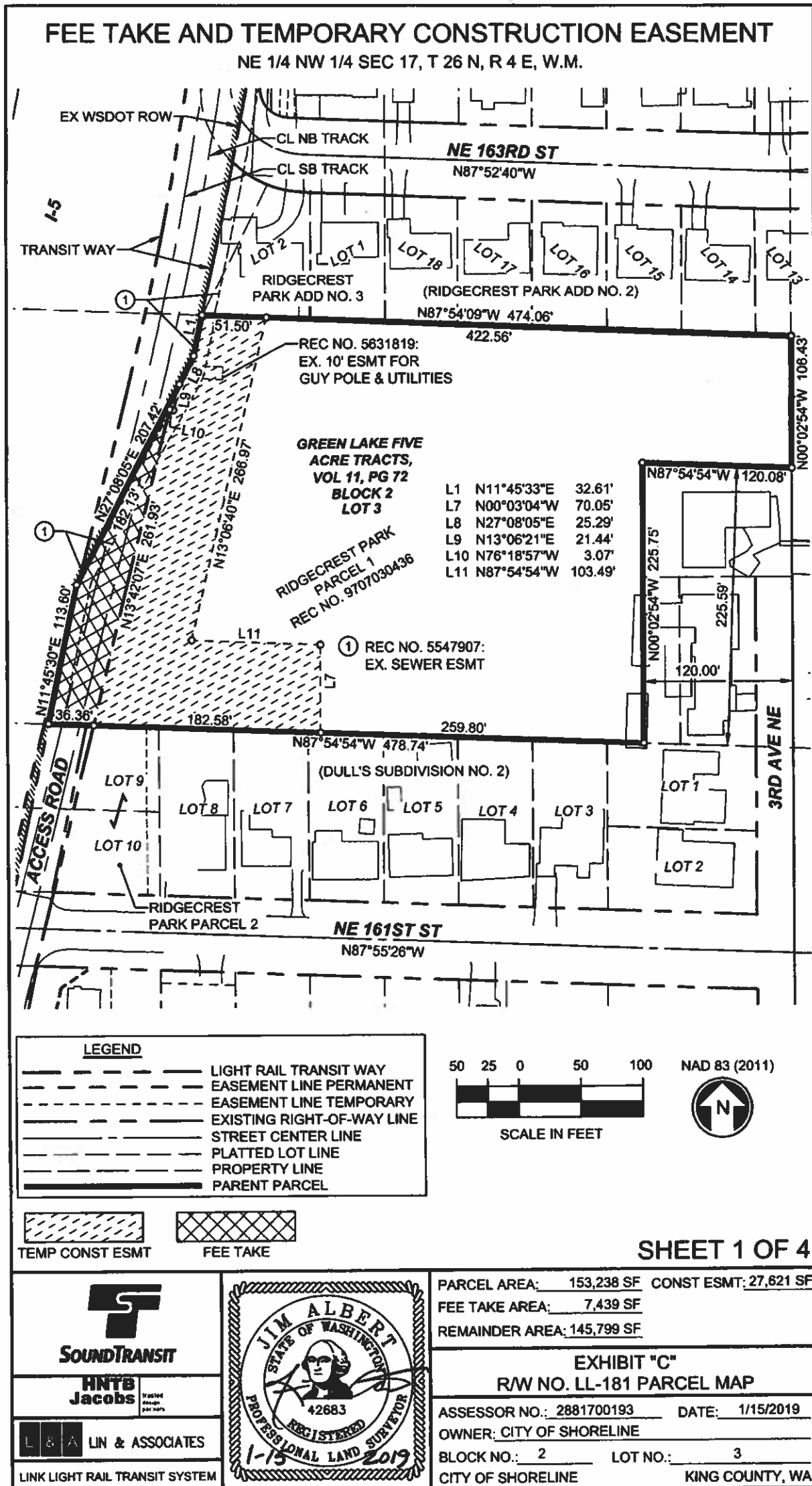
SHEET 1 OF 3

SOUNDTRANSIT
HNTB Jacobs
L & A LIN & ASSOCIATES
LINK LIGHT RAIL TRANSIT SYSTEM

EARL J. BONE
STATE OF WASHINGTON
REGISTERED
PROFESSIONAL LAND SURVEYOR
19429
5/7/19

PARCEL AREA: 9,866 SF	CONST ESMT: 7,496 SF
FEE TAKE AREA: 2,370 SF	
REMAINING AREA: 7,496 SF	
EXHIBIT "C"	
R/W NO. LL-180 PARCEL MAP	
ASSESSOR NO.: 2111600046	DATE: 5/7/2019
OWNER: CITY OF SHORELINE	
BLOCK NO.: 1	LOT NO.: 9 & 10
CITY OF SHORELINE	KING COUNTY, WA

EXHIBIT "B"
LL181 Easement Area



ADMINISTRATIVE POSSESSION AND USE AGREEMENT

This Administrative Possession and Use Agreement (this “Agreement”) is made and entered into by and between CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY, a Washington regional transit authority, and its successors and assigns (“Sound Transit”), and **City of Shoreline, a municipal corporation** (“Owner”). This Agreement is and shall be effective as of the date last signed below (“Effective Date”). Sound Transit and Owner may be referred to as “Party” or collectively as “Parties.”

RECITALS

A. Owner is the owner of certain real property located in **Shoreline** Washington, identified as **King** County Tax Parcel No. **2111600046 & 2881700193** and having an address of 108 NE 161st Street, Shoreline, Washington 98155, and commonly referred to as Ridgecrest Park (the “Property”). The Property is legally described in **Exhibit A** hereto.

B. Sound Transit is authorized pursuant to Sound Transit Board Resolution No. **R2017-19** to acquire the Property for its **Lynnwood** Link light rail project and its related facilities (the “Project”).

C. Sound Transit intends to acquire from Owner certain property interests on the Property, including: (i) a fee acquisition as described and depicted on **Exhibit B** hereto; (ii) a permanent wall maintenance easement as described and depicted on **Exhibit C** hereto; (iii) a permanent subsurface sewer easement as described and depicted on **Exhibit D** hereto; (iv) a permanent subsurface anchors easement as described and depicted on **Exhibit E** hereto; and (v) a temporary construction easement as described and depicted on **Exhibit F** hereto; (collectively, the “Property Interests”).

D. Sound Transit has offered to purchase the Property Interests for the appraised value of \$354,400; however, the Parties are in agreement that, in lieu of monetary consideration and in exchange for the Property Interests, Sound Transit will provide, subject to Owner’s approval, property replacement in-kind and improvements to the Property.

E. The Parties have agreed to negotiate and execute a written property exchange agreement to memorialize the transaction referenced above. Pending the Parties’ negotiations, Owner is willing to deliver immediate possession and use of the Property Interests to Sound Transit in exchange for Sound Transit’s deposit into an escrow account of the appraised just compensation figure of \$354,400.

AGREEMENT

Now, therefore, in consideration of the mutual covenants contained herein, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. **Deposit.** As soon as practicable after mutual execution of this Agreement but in no event later than **July 30, 2019** (the “Date of Deposit”), Sound Transit shall deposit into an escrow account with Chicago Title Company of Washington (the “Escrow Agent”) the sum of **Three-Hundred-Fifty-Four-Thousand Four-Hundred Dollars (\$354,400)** (the “Deposit Amount”), which shall be retained by the Escrow Agent to be disbursed in accordance with joint escrow instructions to be mutually agreed upon by the Parties. Specifically, fulfillment of the

terms of the property exchange agreement referenced in Recital E, above, the Parties shall instruct the Escrow Agent to disburse the Deposit Amount to Sound Transit. In the event the Parties are unable to come to agreement with respect to the contemplated property exchange, the Parties shall instruct the Escrow Agent to disburse the Deposit Amount to Owner. Provided, however, that nothing herein shall be deemed or construed to modify or negate the terms of that certain March 8, 2018, Ridgecrest Park Letter of Concurrence between Owner and Sound Transit. In the event the Deposit Amount is disbursed to Owner, such disbursement shall be a credit against the purchase price for the Property Interests. The disbursement shall be conditioned upon removal of any exceptions listed on Sound Transit's preliminary commitment for title insurance to which Sound Transit objects prior to or upon the Date of Deposit, as further specified in the escrow instructions.

2. **Use and Possession.** Upon deposit by Sound Transit of the Deposit Amount, Sound Transit shall be deemed to have, and Owner shall be deemed to have surrendered and conveyed, immediate possession and use of the Property Interests. The date of value for the determination of just compensation to be paid for the Property Interests shall be the Date of Deposit. In the event of disbursement of the Deposit Amount to Owner, and in the event Sound Transit commences formal eminent domain proceedings for acquisition of the Property Interests, interest shall be awarded on the difference, if any, between the Deposit Amount and the final award of just compensation for the Property Interests, as determined at trial by the court or jury, as the case may be. Interest, if any, shall be calculated at a rate of eight percent (8%) per annum from the Date of Deposit until the date of payment of the final award of just compensation for the Property Interests as determined at trial.

3. **No Waiver.** Execution of this Agreement shall not waive Owner's right to seek compensation for the Property Interests above and beyond the Deposit Amount, nor shall it impair Owner's right to recover relocation compensation under applicable law.

4. **Acquisition of the Property.** Owner and Sound Transit shall continue negotiations regarding the consideration to be provided by Sound Transit for the Property Interests. The Parties shall cooperate in negotiating, executing, and delivering any and all documents and agreements that are reasonably necessary to accomplish the conveyance contemplated herein. Should Owner and Sound Transit be unable to reach agreement regarding the just compensation to which Owner is entitled for the Property, Sound Transit may at any time, in its sole discretion, formally initiate eminent domain proceedings to determine the just compensation to be paid for the Property and to obtain a judgment and decree of appropriation for the Property.

5. **Public Use.** Owner acknowledges and agrees that the Project is for a public purpose, that there is public use and necessity for Sound Transit's acquisition of the Property, and that Sound Transit is acquiring the Property under threat of condemnation pursuant to Washington state law. Owner hereby waives any objection to entry of an order and judgment adjudicating public use and necessity in the event Sound Transit commences formal eminent domain proceedings, and shall stipulate to entry of such order upon request by Sound Transit.

6. **Order of Immediate Possession and Use; Attorney Fees.** Owner hereby stipulates and agrees that, upon the commencement of formal eminent domain proceedings, Sound Transit may ask the Court to enter an agreed order for immediate possession and use of the Property, and Sound Transit may file a copy of this Agreement as full and complete evidence of

Owner's consent to entry of such agreed order. Owner shall join in the motion if requested. Sound Transit acknowledges and agrees that Owner's execution and delivery to Sound Transit of, and performance of its obligations under, this Agreement satisfies the statutory requirements of RCW 8.25.070(3) and that Owner may, if the other requirements of RCW 8.25.070 are met, be entitled to an award of fees and costs pursuant to that statute if this matter proceeds to trial.

7. **Indemnity.** Sound Transit shall defend, indemnify, and hold harmless Owner from any and all claims, injuries, damages, losses, suits, and expenses, including attorneys' fees, for loss or liability made against or incurred by Owner by any person or entity related to or arising from Sound Transit's possession and use of the Property as provided in this Agreement, including without limitation those arising out of bodily injury, property damage, or any fine, assessment, or penalty.

8. **Notices.** All notices, demands, requests or other communications required or permitted to be given under this Agreement must be in writing and shall be deemed to have been properly given if addressed to the party to receive same at its address set forth below, by certified mail, return receipt requested, by hand delivery, by reputable overnight courier service, or by facsimile with receipt confirmed. Any party may, by notice given in accordance with this Section, designate a different address for notices, demands, requests and any other communications. Notices, demands, requests and other communications shall be deemed given as follows: (i) when duly tendered for receipt, if given by hand or by reputable overnight courier service; (ii) when received, if given by facsimile, or (iii) two (2) business days after same is deposited in the mail, if given by certified mail.

Owner: **City of Shoreline**
17500 Midvale Avenue N.
Shoreline, WA 98133

with a copy to:

Sound Transit: Real Property Division
401 S. Jackson
Seattle, WA 98104

w/ a copy to: Sound Transit Legal Department
401 S. Jackson
Seattle, WA 98104

9. **Miscellaneous.**

a. **Governing Law; Venue.** This Agreement shall be governed by and in accordance with the laws of the State of Washington. Venue shall be proper in the Superior Court of **King** County.

b. **Merger.** All understandings and agreements heretofore between the parties are merged into this Agreement and any attachments hereto, which alone fully and completely expresses their agreement.

c. **Amendment.** This Agreement may not be amended orally or in any manner other than by a written agreement executed by Owner and Sound Transit.

d. **Recording.** This Agreement shall be recorded in the real property records of King County.

e. **Successors and Assigns.** This Agreement shall run with the land and shall be binding upon the Parties and their respective successors and assigns.

f. **Authority.** Each Party represents and warrants that the individuals executing this Agreement are duly authorized to do so and to bind their respective Parties. In signing this Agreement, the Parties represent to each other that no other person, entity, or public agency is required to authorize that Party's signature before such signature is binding.

g. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall constitute an original agreement, but all of which together shall constitute one and the same agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment as of the date first written above.

GRANTOR:	GRANTEE:
City of Shoreline 17500 Midvale Avenue N Shoreline, WA 98133	Central Puget Sound Regional Transit Authority
By: Debbie Tarry Its: City Manager	By: Its:
Approved as to Form:	Approved as to Form
By: _____ Margaret J. King, City Attorney Julie Ainsworth-Taylor, Assistant City Attorney	By: _____ Sound Transit Legal Counsel

EXHIBIT "A"

Legal Description of the Premises

]

EXHIBIT "A"

R/W No. LL-180
PIN 2111600046
CITY OF SHORELINE, A MUNICIPAL CORPORATION

Grantor's Parcel:

LOTS 9 AND 10, BLOCK 1, DULL'S SUBDIVISION NO. 2, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 57 OF PLATS, PAGE 57, IN KING COUNTY, WASHINGTON; EXCEPT ALL THAT PORTION LYING NORTHWESTERLY OF A LINE DRAWN PARALLEL WITH AND 155 FEET SOUTHEASTERLY, WHEN MEASURED AT RIGHT ANGLES AND/OR RADially FROM THE CENTERLINE OF PRIMARY STATE HIGHWAY NO. 1, SEATTLE FREEWAY (EAST 145TH STREET TO EAST 200TH STREET).

(ALSO KNOWN AS: RIDGECREST PARK PARCEL 2 ACCORDING TO RECORDING NO. 9707030436.)

Earl J. Bone 1/10/19

EXHIBIT "A"

R/W No. 181
PIN 2881700193
CITY OF SHORELINE, A MUNICIPAL CORPORATION

Grantor's Parcel:

LOT 3, BLOCK 2, GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THE EAST 120 FEET OF THE SOUTH 225.59 FEET; AND EXCEPT THAT PORTION OF SAID LOT 3, BLOCK 2, LYING NORTHWESTERLY OF A LINE DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH LINE OF SAID LOT 3, AND 125 FEET SOUTHEASTERLY WHEN MEASURED AT RIGHT ANGLES AND/OR RADIALLY FROM THE CENTERLINE OF PRIMARY STATE HIGHWAY NO. 1, SEATTLE FREEWAY (EAST 145TH STREET TO EAST 200TH STREET); THENCE NORTHEASTERLY AND PARALLEL WITH SAID CENTERLINE TO A POINT OPPOSITE HIGHWAY ENGINEER'S STATION 196+00 AND 125 FEET EASTERLY THEREFROM; THENCE NORTHEASTERLY TO A POINT OPPOSITE HIGHWAY ENGINEER'S STATION 198+00 AND 180 FEET EASTERLY THEREFROM; THENCE NORTHEASTERLY AND PARALLEL WITH SAID CENTERLINE TO THE NORTH LINE OF SAID LOT 3.

(ALSO KNOWN AS: RIDGECREST PARK, PARCEL 1, ACCORDING TO RECORDING NO. 9707030436.)

Earl J. Bone 4/10/19

EXHIBIT "B"

Fee Acquisition

EXHIBIT "B"

R/W No. LL-180
 PIN 2111600046
 CITY OF SHORELINE, A MUNICIPAL CORPORATION

Fee Take Area Acquired by Grantee:

THAT PORTION OF GRANTOR'S PARCEL (SAID PARCEL BEING DESCRIBED IN EXHIBIT "A") LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE:

COMMENCING AT THE SOUTHEAST CORNER OF GRANTOR'S PARCEL;
 THENCE N87°55'26"W ALONG THE SOUTH LINE OF GRANTOR'S PARCEL A DISTANCE OF 85.54 FEET TO THE **POINT OF BEGINNING OF THE HEREIN DESCRIBED LINE**;
 THENCE N13°42'07"E A DISTANCE OF 138.81 FEET TO THE NORTH LINE OF GRANTOR'S PARCEL AT A POINT DISTANT 52.52 FEET WESTERLY, MEASURED ALONG SAID NORTH LINE, FROM THE NORTHEAST CORNER THEREOF, SAID POINT BEING THE END OF THE HEREIN DESCRIBED **LINE**.

CONTAINING 481 SQUARE FEET, MORE OR LESS

TOGETHER WITH THAT PORTION OF GRANTOR'S PARCEL DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF GRANTOR'S PARCEL;
 THENCE N87°55'26"W ALONG THE SOUTH LINE OF GRANTOR'S PARCEL A DISTANCE OF 85.54 FEET;
 THENCE N13°42'07"E A DISTANCE OF 36.10 FEET;
 THENCE S76°17'53"E A DISTANCE OF 15.43 FEET TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 9.00 FEET, TO WHICH POINT A RADIAL LINE BEARS N76°17'53"W;
 THENCE SOUTHERLY AND EASTERLY, TO THE LEFT ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 101°37'25" AN ARC DISTANCE OF 15.96 FEET;
 THENCE S87°55'18"E A DISTANCE OF 21.99 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT HAVING A RADIUS OF 51.50 FEET;
 THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 38°21'46", AN ARC DISTANCE OF 34.48 FEET TO THE EAST LINE OF GRANTOR'S PARCEL;
 THENCE S00°03'04"E ALONG SAID EAST LINE A DISTANCE OF 10.32 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 1,889 SQUARE FEET, MORE OR LESS

ALL CONTAINING 2,370 SQUARE FEET, MORE OR LESS.

Earl J. Bone 5/7/19

FEE TAKE AND TEMPORARY CONSTRUCTION EASEMENT

NE 1/4 NW 1/4 SEC 17, T 26 N, R 4 E, W.M.

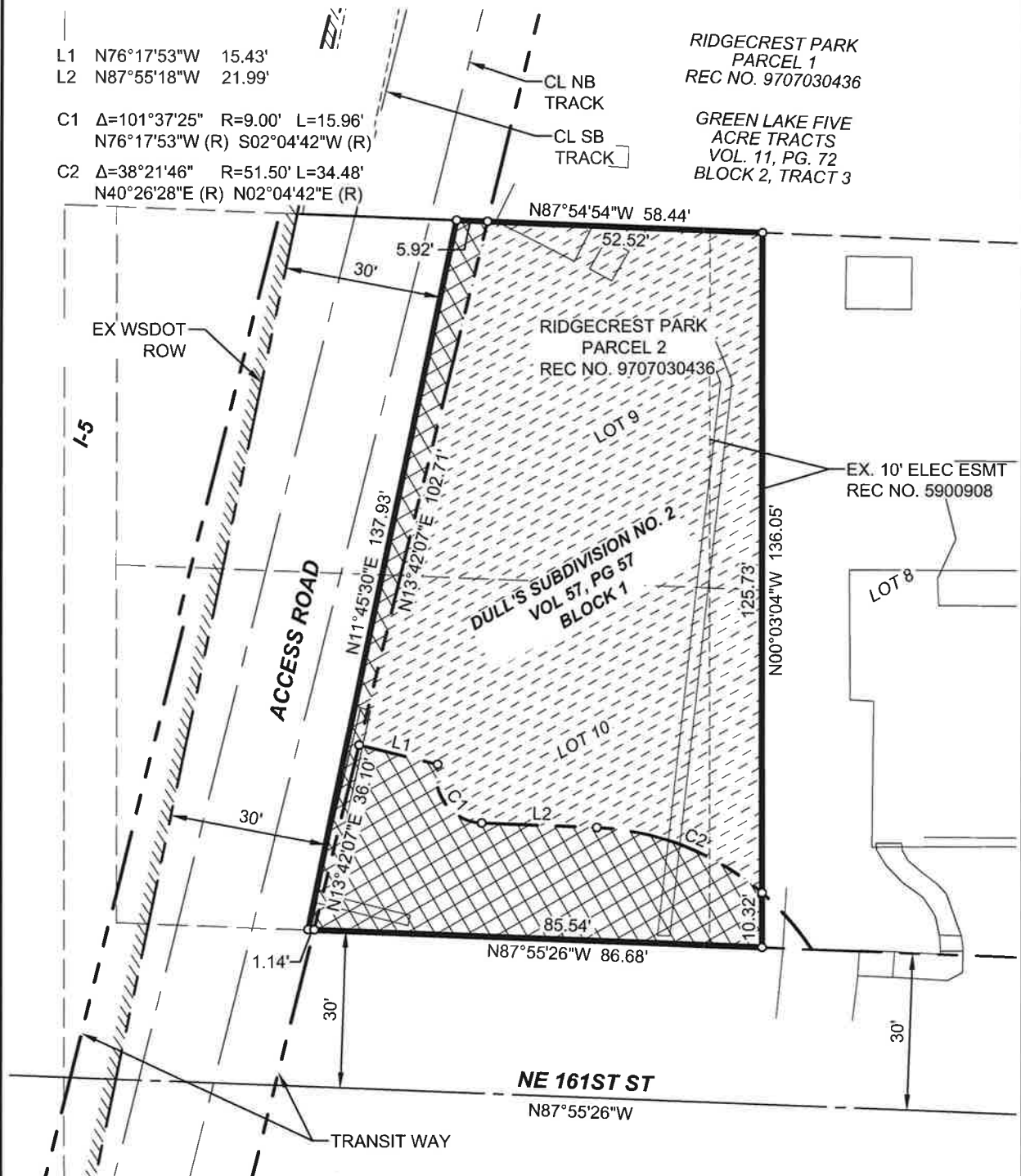
L1 N76°17'53"W 15.43'
 L2 N87°55'18"W 21.99'

C1 Δ=101°37'25" R=9.00' L=15.96'
 N76°17'53"W (R) S02°04'42"W (R)

C2 Δ=38°21'46" R=51.50' L=34.48'
 N40°26'28"E (R) N02°04'42"E (R)

RIDGECREST PARK
 PARCEL 1
 REC NO. 9707030436

GREEN LAKE FIVE
 ACRE TRACTS
 VOL. 11, PG. 72
 BLOCK 2, TRACT 3



LEGEND	
	LIGHT RAIL TRANSIT WAY
	RIGHT-OF-WAY LINE
	EASEMENT LINE PERMANENT
	EASEMENT LINE TEMPORARY
	EXISTING RIGHT-OF-WAY LINE
	STREET CENTER LINE
	PLATTED LOT LINE
	PROPERTY LINE
	PARENT PARCEL



	TEMP CONST ESMT
	FEE TAKE

SHEET 1 OF 3

SOUNDTRANSIT

**HNTB
Jacobs**

L & A LIN & ASSOCIATES

LINK LIGHT RAIL TRANSIT SYSTEM

PARCEL AREA:	9,866 SF	CONST ESMT:	7,496 SF
FEE TAKE AREA:	2,370 SF		
REMAINING AREA:	7,496 SF		
EXHIBIT "C"			
R/W NO. LL-180 PARCEL MAP			
ASSESSOR NO.:	2111600046	DATE:	5/7/2019
OWNER: CITY OF SHORELINE			
BLOCK NO.:	1	LOT NO.:	9 & 10
CITY OF SHORELINE		KING COUNTY, WA	

EXHIBIT "B"

R/W No. 181
PIN 2881700193
CITY OF SHORELINE, A MUNICIPAL CORPORATION

Fee Take Area Acquired by Grantee:

ALL THAT PORTION OF GRANTOR'S PARCEL (SAID PARCEL BEING DESCRIBED IN EXHIBIT "A")
LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE:

COMMENCING AT THE SOUTHERLY-MOST SOUTHEAST CORNER OF GRANTOR'S PARCEL,
(BEING THE SOUTHWEST CORNER OF THE EAST 120 FEET OF THE SOUTH 225.59 FEET OF
LOT 3, BLOCK 2, GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING
TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY,
WASHINGTON);
THENCE N87°54'54"W ALONG THE SOUTH LINE OF GRANTOR'S PARCEL A DISTANCE OF
442.38 FEET TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED LINE;
THENCE N13°42'07"E A DISTANCE OF 261.93 FEET;
THENCE S76°18'57"E A DISTANCE OF 3.07 FEET;
THENCE N13°06'21"E A DISTANCE OF 21.44 FEET TO THE WEST LINE OF SAID PARCEL,
BEING ALSO THE EAST RIGHT-OF-WAY MARGIN OF INTERSTATE 5, AND THE END OF THE
HEREIN DESCRIBED LINE.

CONTAINING 7,439 SQUARE FEET, MORE OR LESS.

Earl J. Bone 1/10/19

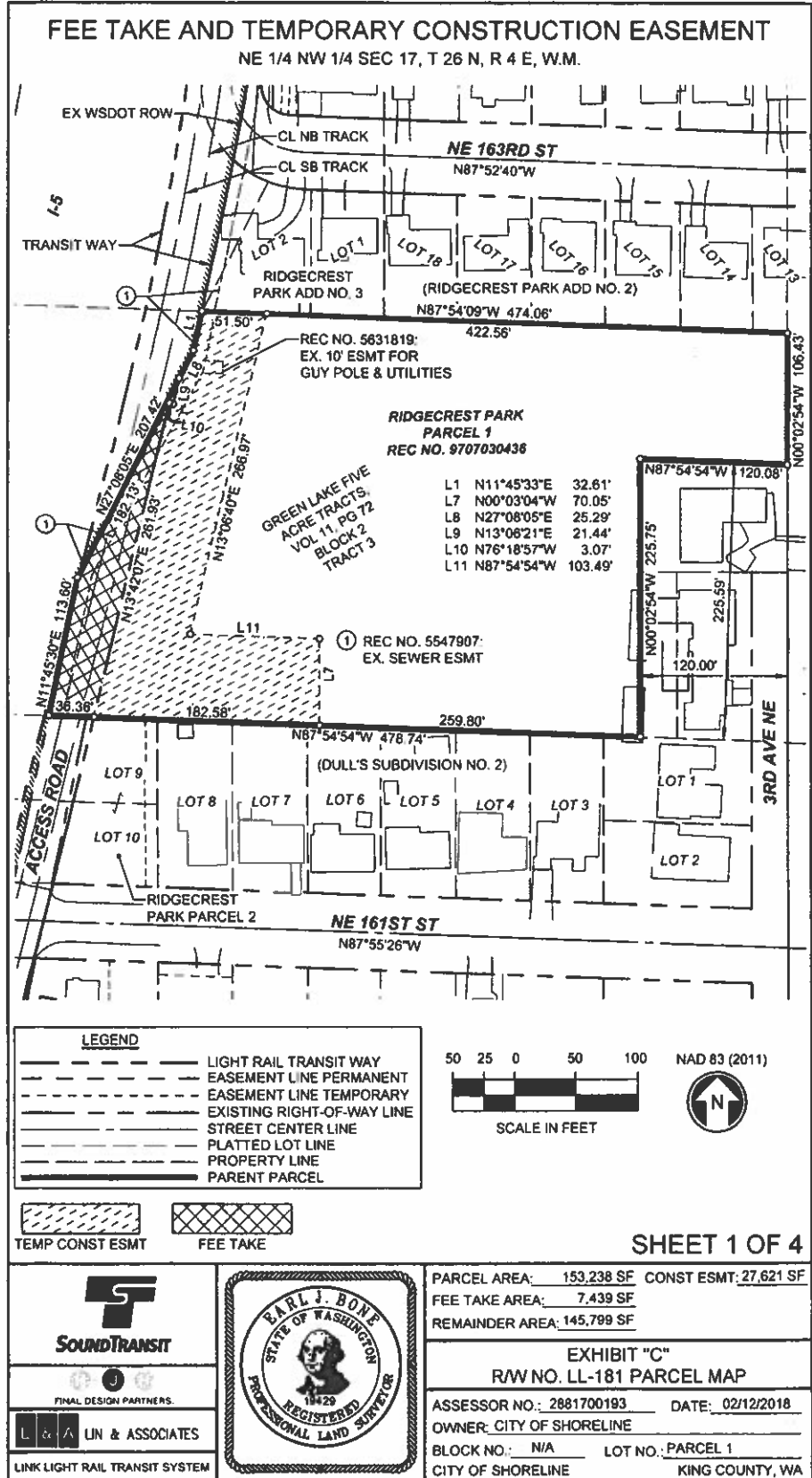


EXHIBIT "C"

Wall Maintenance Easement

EXHIBIT "B"

R/W No. LL-180
PIN 2111600046
CITY OF SHORELINE, A MUNICIPAL CORPORATION

Wall & Maintenance Easement Area Acquired by Grantee:

THAT PORTION OF GRANTOR'S PARCEL (SAID PARCEL BEING DESCRIBED IN EXHIBIT "A") BEING A STRIP OF LAND 10.00 FEET IN WIDTH, THE **WESTERLY** LINE OF SAID STRIP BEING DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF GRANTOR'S PARCEL;
THENCE N87°55'26"W ALONG THE SOUTH LINE OF GRANTOR'S PARCEL, A DISTANCE OF 85.54 FEET TO THE **POINT OF BEGINNING** OF THE HEREIN DESCRIBED **LINE**;
THENCE N13°42'07"E A DISTANCE OF 138.81 FEET TO THE NORTH LINE OF GRANTOR'S PARCEL AT A POINT DISTANT 52.52 FEET WESTERLY, MEASURED ALONG SAID NORTH LINE, FROM THE NORTHEAST CORNER THEREOF, SAID POINT BEING THE **END** OF THE HEREIN DESCRIBED **LINE**.

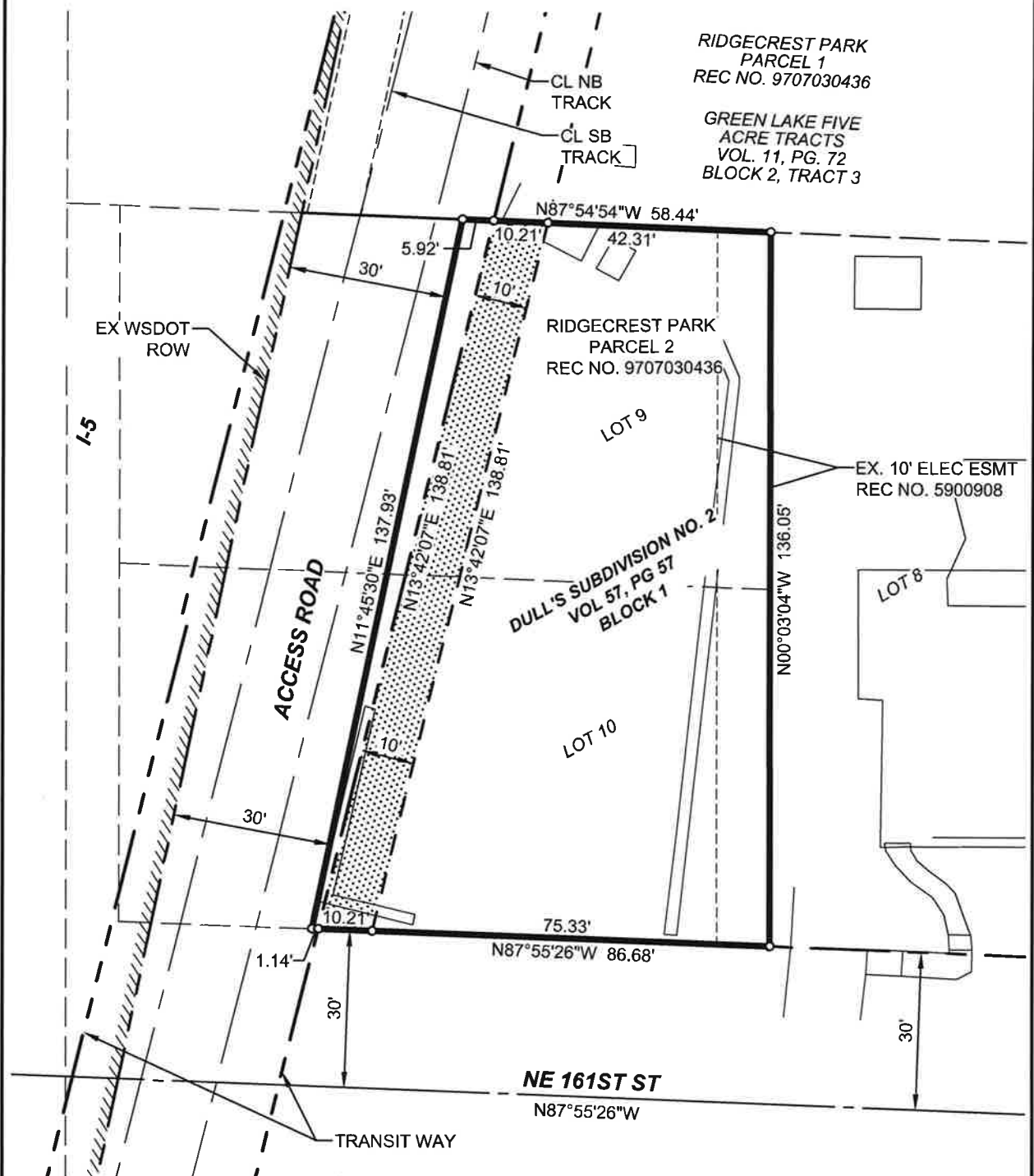
THE EASTERLY LINE OF SAID STRIP TO BE PROLONGED OR SHORTENED TO TERMINATE IN THE NORTH AND SOUTH LINES OF GRANTOR'S PARCEL.

CONTAINING 1,388 SQUARE FEET, MORE OR LESS.

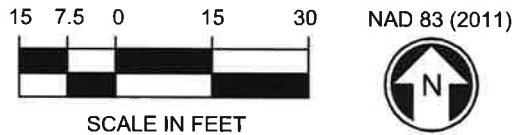
Earl J. Bone 1/10/19

WALL & MAINTENANCE EASEMENT

NE 1/4 NW 1/4 SEC 17, T 26 N, R 4 E, W.M.



LEGEND	
	LIGHT RAIL TRANSIT WAY
	RIGHT-OF-WAY LINE
	EASEMENT LINE PERMANENT
	EASEMENT LINE TEMPORARY
	EXISTING RIGHT-OF-WAY LINE
	STREET CENTER LINE
	PLATTED LOT LINE
	PROPERTY LINE
	PARENT PARCEL



PERMANENT ESMT

SHEET 2 OF 3

SOUNDTRANSIT

HNTB Jacobs trusted design partners

L & A LIN & ASSOCIATES

LINK LIGHT RAIL TRANSIT SYSTEM

JIM ALBERT
STATE OF WASHINGTON
42683
REGISTERED PROFESSIONAL LAND SURVEYOR
1-15 2019

PARCEL AREA: 9,866 SF
WALL ESMT: 1,388 SF

EXHIBIT "C"
R/W NO. LL-180 PARCEL MAP

ASSESSOR NO.: 2111600046 DATE: 1/15/2019
OWNER: CITY OF SHORELINE
BLOCK NO.: 1 LOT NO.: 9 & 10
CITY OF SHORELINE KING COUNTY, WA

EXHIBIT "B"

R/W No. 181
PIN 2881700193
CITY OF SHORELINE, A MUNICIPAL CORPORATION

Wall & Maintenance Easement Area Acquired by Grantee:

THAT PORTION OF GRANTOR'S PARCEL (SAID PARCEL BEING DESCRIBED IN EXHIBIT "A") LYING BETWEEN THE FOLLOWING DESCRIBED LINES:

EAST SIDE LINE:

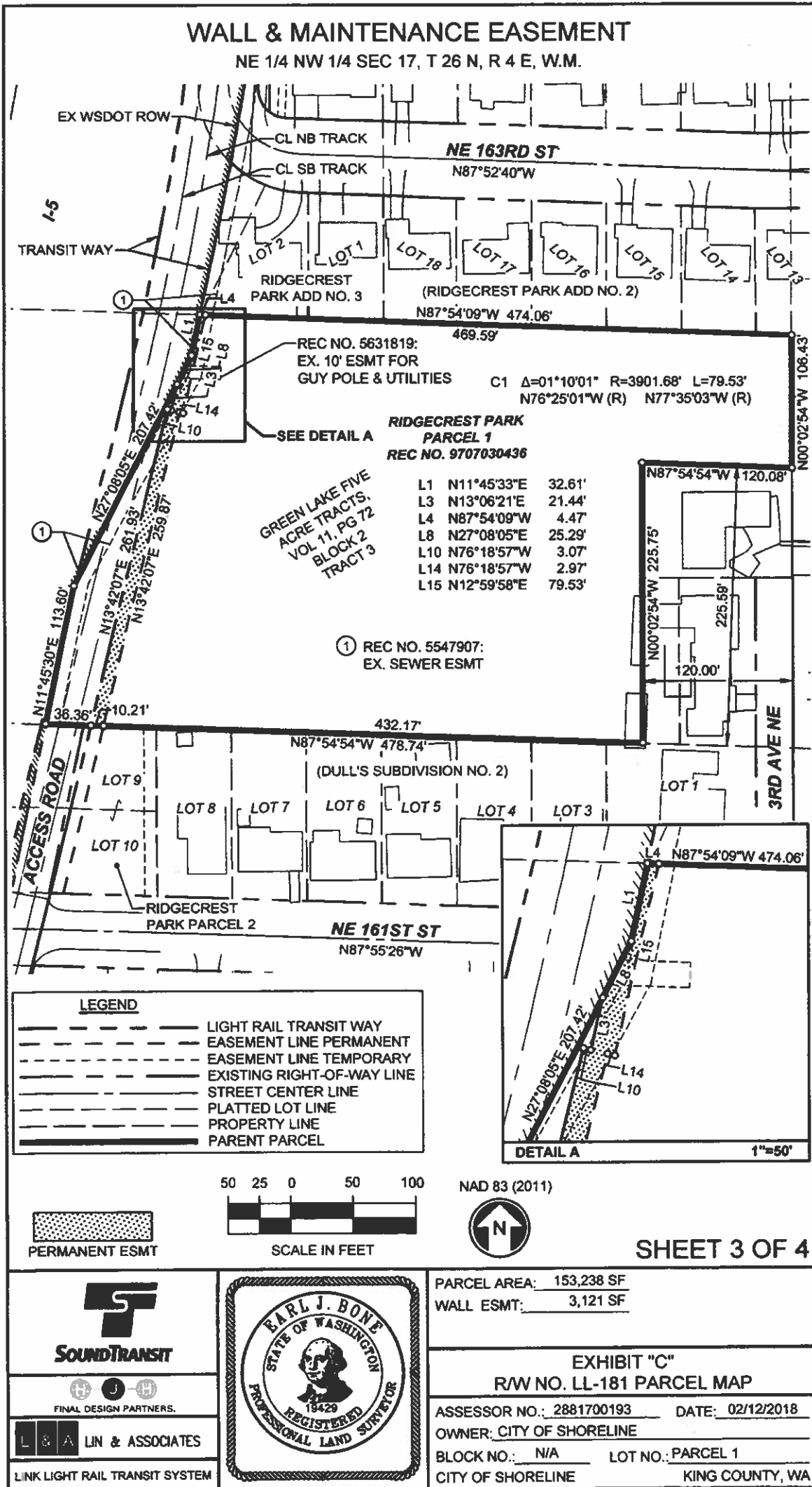
COMMENCING AT THE SOUTHERLY MOST SOUTHEAST CORNER OF GRANTOR'S PARCEL;
THENCE N87°54'54"W ALONG THE SOUTH LINE OF SAID PARCEL, A DISTANCE OF 432.17 FEET TO THE POINT OF BEGINNING;
THENCE N13°42'07"E A DISTANCE OF 259.87 FEET;
THENCE S76°18'57"E A DISTANCE OF 2.97 FEET;
THENCE N12°59'58"E A DISTANCE OF 79.53 FEET TO THE NORTH LINE OF GRANTOR'S PARCEL, BEING THE END OF THE HEREIN DESCRIBED EAST SIDE LINE;

WEST SIDE LINE:

COMMENCING AT THE SOUTHERLY MOST SOUTHEAST CORNER OF GRANTOR'S PARCEL;
THENCE N87°54'54"W ALONG THE SOUTH LINE OF SAID PARCEL, A DISTANCE OF 442.38 FEET TO THE POINT OF BEGINNING;
THENCE N13°42'07"E A DISTANCE OF 261.93 FEET;
THENCE S76°18'57"E A DISTANCE OF 3.07 FEET;
THENCE N13°06'21"E A DISTANCE OF 21.44 FEET TO THE WEST LINE OF GRANTOR'S PARCEL, BEING ALSO THE EAST RIGHT-OF-WAY MARGIN OF INTERSTATE 5;
THENCE NORTHERLY ALONG SAID WEST LINE AND MARGIN TO THE NORTHWEST CORNER OF GRANTOR'S PARCEL, BEING THE END OF THE HEREIN DESCRIBED WEST SIDE LINE.

CONTAINING 3,121 SQUARE FEET, MORE OR LESS.

Earl J. Bone 1/10/19



SOUND TRANSIT

FINAL DESIGN PARTNERS.

L & A LIN & ASSOCIATES

LINK LIGHT RAIL TRANSIT SYSTEM

EARL J. BONE
STATE OF WASHINGTON
REGISTERED LAND SURVEYOR
19429

PARCEL AREA: 153,238 SF
WALL ESMT: 3,121 SF

EXHIBIT "C"
R/W NO. LL-181 PARCEL MAP

ASSESSOR NO.: 2881700193 DATE: 02/12/2018
OWNER: CITY OF SHORELINE
BLOCK NO.: N/A LOT NO.: PARCEL 1
CITY OF SHORELINE KING COUNTY, WA

EXHIBIT "D"

Sewer Utility Easement

EXHIBIT "B"

R/W No. LL-180
PIN 2111600046
CITY OF SHORELINE, A MUNICIPAL CORPORATION

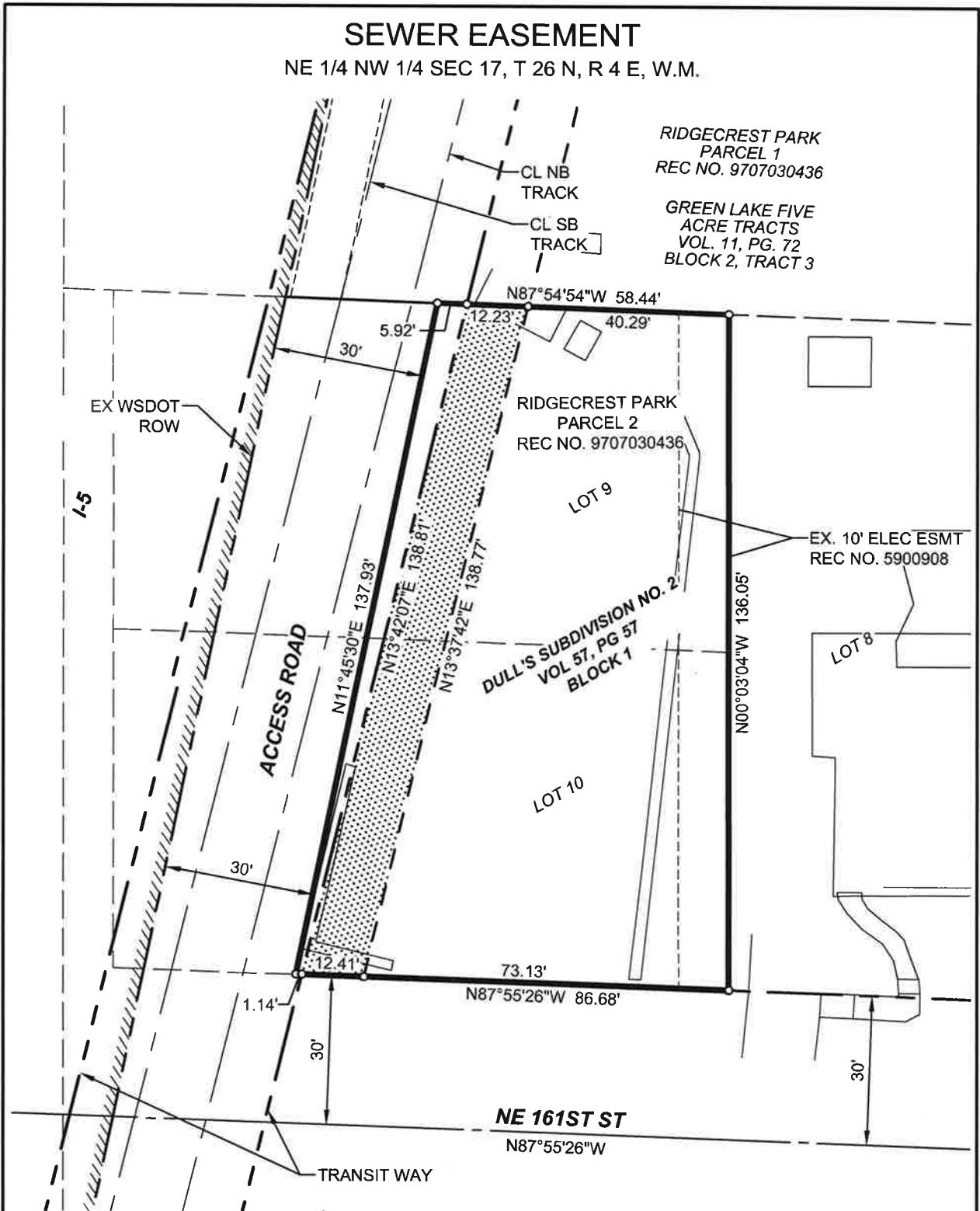
Sewer Easement Area Acquired by Grantee:

THAT PORTION OF GRANTOR'S PARCEL (SAID PARCEL BEING DESCRIBED IN EXHIBIT "A")
DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF GRANTOR'S PARCEL;
THENCE N87°55'26"W ALONG THE SOUTH LINE OF GRANTOR'S PARCEL, A DISTANCE OF
73.13 FEET TO THE **POINT OF BEGINNING**;
THENCE CONTINUING N87°55'26"W ALONG SAID SOUTH LINE, A DISTANCE OF 12.41 FEET;
THENCE N13°42'07"E A DISTANCE OF 138.81 FEET TO THE NORTH LINE OF GRANTOR'S
PARCEL AT A POINT DISTANT 52.52 FEET WESTERLY, MEASURED ALONG SAID NORTH
LINE, FROM THE NORTHEAST CORNER THEREOF;
THENCE S87°54'54"E ALONG SAID NORTH LINE A DISTANCE OF 12.23 FEET;
THENCE S13°37'42"W A DISTANCE OF 138.77 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 1,675 SQUARE FEET, MORE OR LESS.

Earl J. Bone 1/10/19



LEGEND	
	LIGHT RAIL TRANSIT WAY
	RIGHT-OF-WAY LINE
	EASEMENT LINE PERMANENT
	EASEMENT LINE TEMPORARY
	EXISTING RIGHT-OF-WAY LINE
	STREET CENTER LINE
	PLATTED LOT LINE
	PROPERTY LINE
	PARENT PARCEL



PERMANENT ESMT

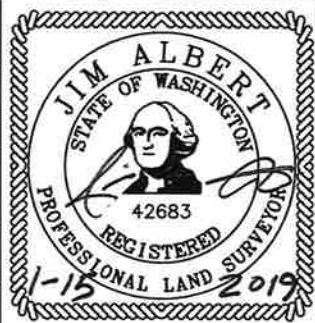
SHEET 3 OF 3

SOUNDTRANSIT

HNTB Jacobs Trusted design partners

L & A LIN & ASSOCIATES

LINK LIGHT RAIL TRANSIT SYSTEM



PARCEL AREA: 9,866 SF	SEWER ESMT: 1,675 SF
EXHIBIT "C"	
R/W NO. LL-180 PARCEL MAP	
ASSESSOR NO.: 2111600046	DATE: 1/15/2019
OWNER: CITY OF SHORELINE	
BLOCK NO.: 1	LOT NO.: 9 & 10
CITY OF SHORELINE KING COUNTY, WA	

EXHIBIT "B"

R/W No. 181
PIN 2881700193
CITY OF SHORELINE, A MUNICIPAL CORPORATION

Sewer Easement Area Acquired by Grantee:

THAT PORTION OF GRANTOR'S PARCEL (SAID PARCEL BEING DESCRIBED IN EXHIBIT "A")
DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHERLY MOST SOUTHEAST CORNER OF GRANTOR'S PARCEL;
THENCE N87°54'54"W ALONG THE SOUTH LINE OF SAID PARCEL, A DISTANCE OF 430.15
FEET TO THE POINT OF BEGINNING;
THENCE CONTINUING S87°54'54"E ALONG SAID LINE A DISTANCE OF 12.23 FEET;
THENCE N13°42'07"E A DISTANCE OF 260.87 FEET;
THENCE S76°00'43"E A DISTANCE OF 11.64 FEET TO THE EASTERLY LINE OF THE EXISTING
SEWER EASEMENT RECORDED UNDER RECORDING NUMBER 5547907;
THENCE S13°37'42"W A DISTANCE OF 258.35 FEET TO THE POINT OF BEGINNING.

CONTAINING 3,067 SQUARE FEET, MORE OR LESS.

Earl J. Bone 1/10/19

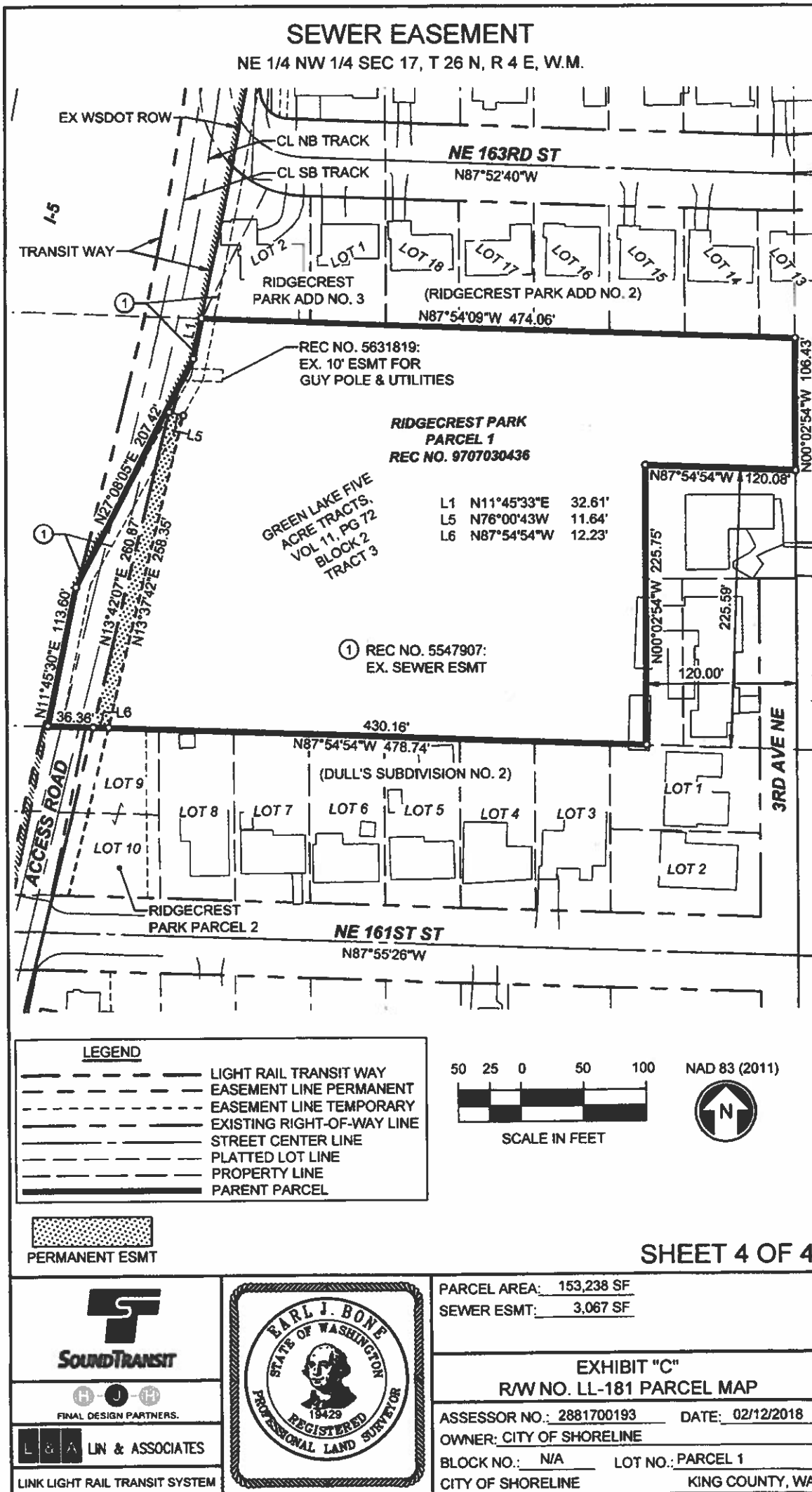


EXHIBIT "E"

Subsurface Anchors Easement

EXHIBIT "B"

R/W No. 181
PIN 2881700193
CITY OF SHORELINE, A MUNICIPAL CORPORATION

Subsurface Anchor Easement Area Acquired by Grantee:

THAT PORTION OF GRANTOR'S PARCEL (SAID PARCEL BEING DESCRIBED IN EXHIBIT "A")
DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF GRANTOR'S PARCEL;
THENCE N87°54'09"W ALONG THE NORTH LINE OF SAID PARCEL A DISTANCE OF 406.13
FEET TO THE **POINT OF BEGINNING**;
THENCE S12°53'48"W A DISTANCE OF 92.28 FEET;
THENCE N76°18'57"W A DISTANCE OF 72.38 FEET;
THENCE N13°06'21"E A DISTANCE OF 21.44 FEET TO THE WEST LINE OF SAID PARCEL,
BEING ALSO THE EAST RIGHT-OF-WAY MARGIN OF INTERSTATE 5;
THENCE NORTHERLY ALONG SAID WEST LINE AND MARGIN TO THE NORTHWEST
CORNER OF GRANTOR'S PARCEL;
THENCE S87°54'09"E ALONG THE NORTH LINE OF SAID PARCEL A DISTANCE OF 67.93 FEET
TO THE **POINT OF BEGINNING**;

CONTAINING 5,873 SQUARE FEET, MORE OR LESS.

Earl J. Bone 1/10/19

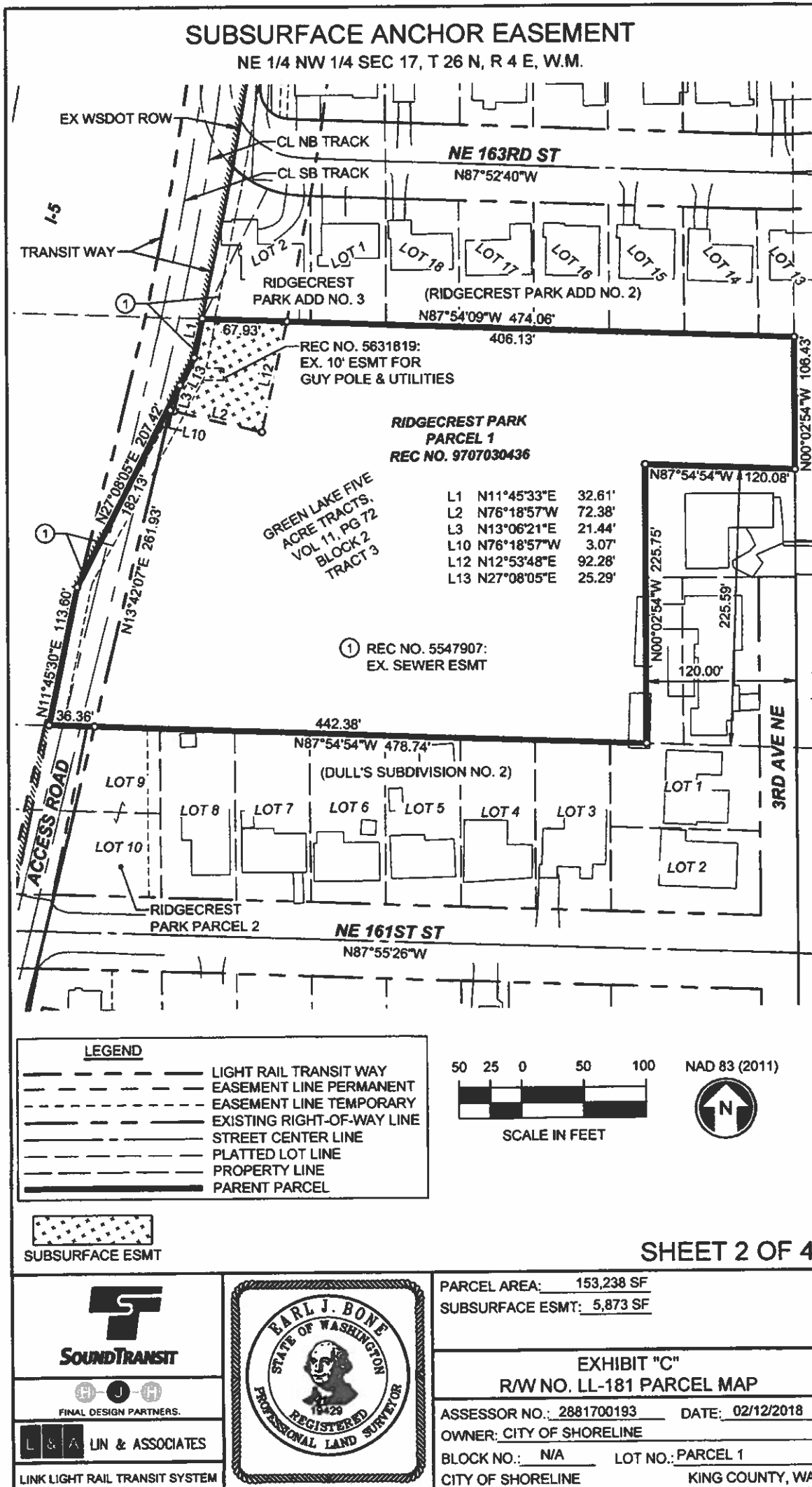


EXHIBIT "F"

Temporary Construction Easement

EXHIBIT "B"
LL180 Easement Area

FEE TAKE AND TEMPORARY CONSTRUCTION EASEMENT
NE 1/4 NW 1/4 SEC 17, T 26 N, R 4 E, W.M.

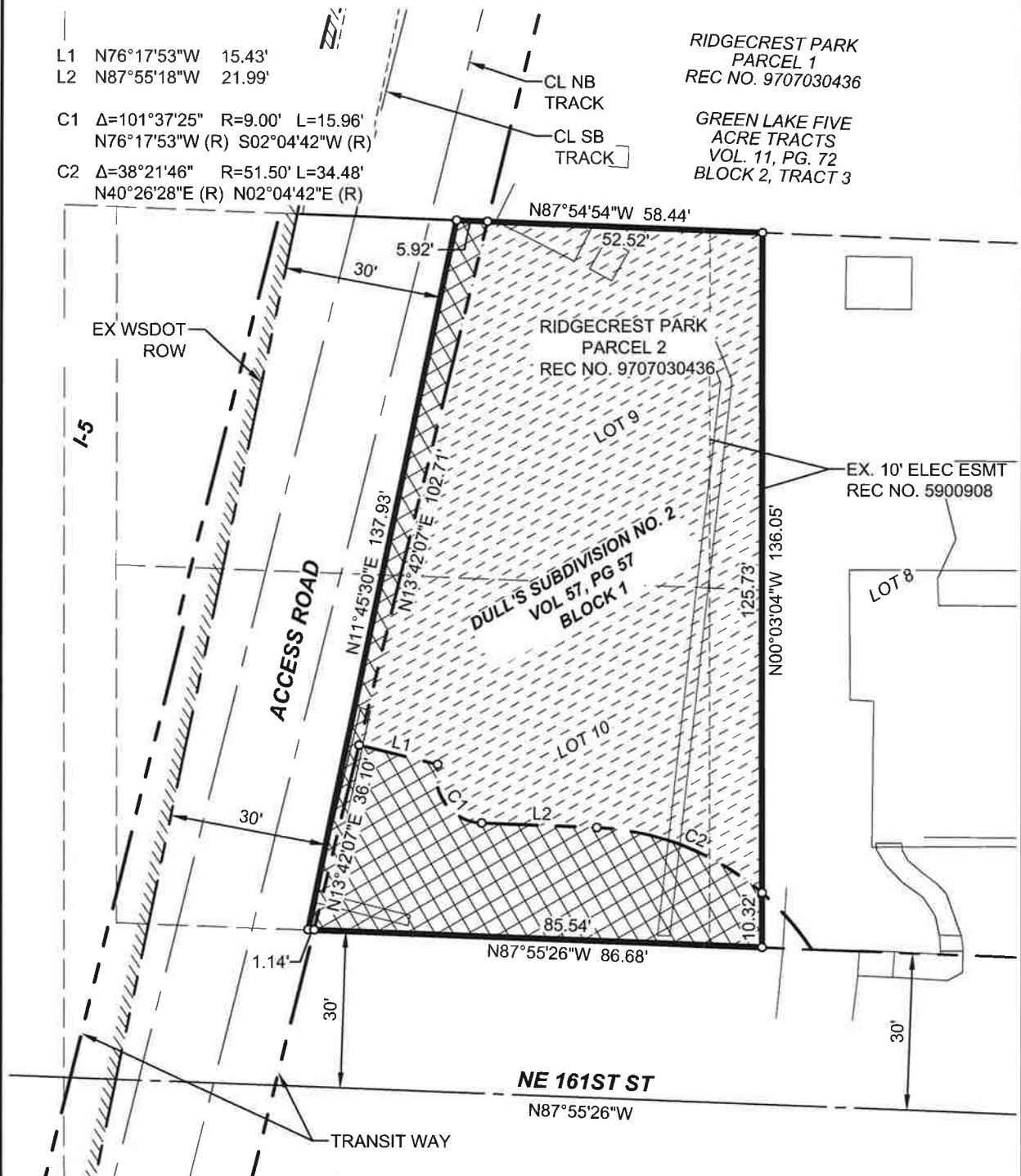
L1 N76°17'53"W 15.43'
L2 N87°55'18"W 21.99'

C1 Δ=101°37'25" R=9.00' L=15.96'
N76°17'53"W (R) S02°04'42"W (R)

C2 Δ=38°21'46" R=51.50' L=34.48'
N40°26'28"E (R) N02°04'42"E (R)

RIDGECREST PARK
PARCEL 1
REC NO. 9707030436

GREEN LAKE FIVE
ACRE TRACTS
VOL. 11, PG. 72
BLOCK 2, TRACT 3



LEGEND	
	LIGHT RAIL TRANSIT WAY
	RIGHT-OF-WAY LINE
	EASEMENT LINE PERMANENT
	EASEMENT LINE TEMPORARY
	EXISTING RIGHT-OF-WAY LINE
	STREET CENTER LINE
	PLATTED LOT LINE
	PROPERTY LINE
	PARENT PARCEL



TEMP CONST ESMT
 FEE TAKE

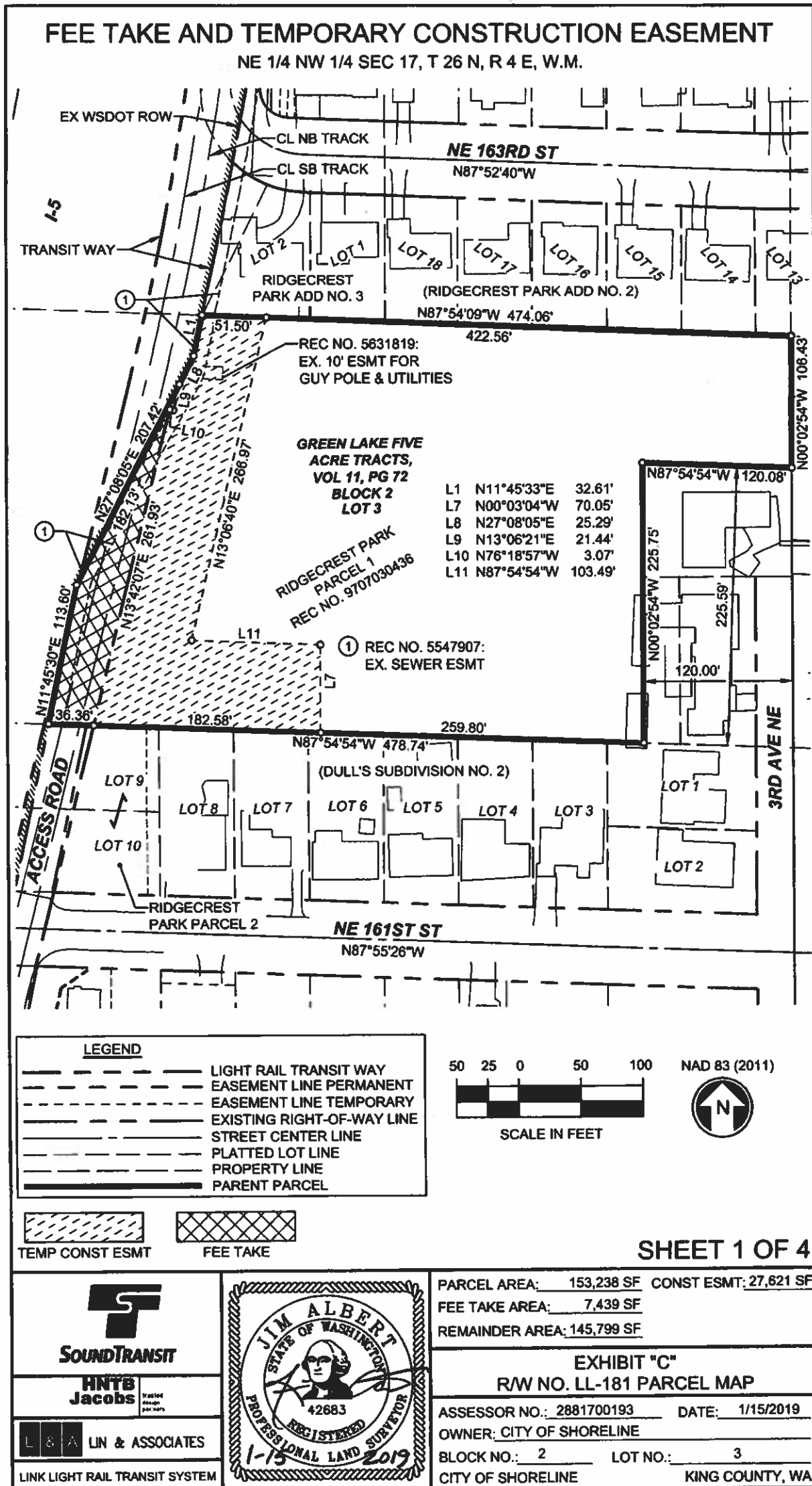
SHEET 1 OF 3

SOUNDTRANSIT
HNTB Jacobs (United Design Partners)
L & A LIN & ASSOCIATES
LINK LIGHT RAIL TRANSIT SYSTEM

EARL J. BONE
STATE OF WASHINGTON
REGISTERED PROFESSIONAL LAND SURVEYOR
19429
5/7/19

PARCEL AREA: 9,866 SF	CONST ESMT: 7,496 SF
FEE TAKE AREA: 2,370 SF	
REMAINING AREA: 7,496 SF	
EXHIBIT "C" R/W NO. LL-180 PARCEL MAP	
ASSESSOR NO.: 2111600046	DATE: 5/7/2019
OWNER: CITY OF SHORELINE	
BLOCK NO.: 1	LOT NO.: 9 & 10
CITY OF SHORELINE	KING COUNTY, WA

EXHIBIT "B"
LL181 Easement Area



WHEN RECORDED RETURN TO:

Sound Transit
Real Property Division
401 S. Jackson Street
Seattle, WA 98104-2826

**TEMPORARY CONSTRUCTION EASEMENT
(STAGING AND LONG-TERM GENERAL CONSTRUCTION)**

Grantor(s): [City of Shoreline]
Grantee: Central Puget Sound Regional Transit Authority
Abbreviated Legal Description: [Portion of Lot 3, Block 2, Volume 11 of Plats, Page 72; and Portion of Lots 9&10, Block 1, Volume 57 of Plats, Page 57.]
Assessor’s Tax Parcel No(s): [2111600046 & 2881700193]
ROW No(s): [LL180 & LL181]

[City of Shoreline, a Washington municipal corporation], (“Grantor”), is the owner of real property located in the City of Shoreline at [108 NE 161st Street, Shoreline, WA 98155], commonly known as Ridgecrest Park, and more particularly described in the legal description attached as **Exhibit "A"** Grantor’s Entire Parcel (“Property”).

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY, a regional transit authority of the State of Washington (“Grantee”), is developing high capacity transit service in the central Puget Sound region, including the Link light rail system. Grantee is constructing a portion of the Link light rail system called the **Lynnwood Link Extension** (“Project”).

Grantee desires to use a certain portion of the Property in connection with the construction, operation and maintenance of the Link light rail system.

AGREEMENT

1. Grant of Easement. Grantor, for and in consideration of the public good and other good and valuable consideration, receipt and sufficiency of which is hereby acknowledged by Grantor, hereby grants to Grantee, its successors and assigns, a temporary construction easement (“Easement”) within, over, across, through, under, and upon the portion of the Property, more particularly depicted in the attached **Exhibit "B"** (“Easement Area”).

2. Purpose of Easement. Grantee, its contractors, agents, and permittees may use the Easement Area, including entry into private or public improvements located in the Easement Area, for the purpose of staging and construction (which may include, but not be limited to: staging and construction of the guideways, station, drainage, garage, parking, signal house, retaining walls, crane foundation and tower; street connections, utilities, utility connections; to re-grade slopes and make cuts and fills to match new driveways, parking lot areas, street grade, sidewalks, retaining walls; and parking lot reconstruction) (“Grantee’s Work”). When deemed necessary by Grantee for staging or construction, Grantee may fence all or a portion of the Easement Area from time to time during the performance of Grantee’s Work described herein. Grantee shall ensure that the Easement Area is maintained in a safe and sanitary manner throughout the Term and any extension thereto. Grantee shall at all times ensure that the Easement does not unreasonably interfere with Grantor’s access to the Property from the adjacent public right-of-way.

In the event Grantee’s utility connection work requires access to portions of the Property in addition to that depicted in Exhibit B, Grantee may enter into such additional property

for the purpose of reconnecting utilities that serve the Property and such entry will be governed by the terms of the Easement.

Grantee shall be entitled to apply to public authorities having jurisdiction for any and all permits necessary for the purposes described herein. Grantee shall be responsible for all work performed under such permit(s), along with any and all fees which may accrue during review of Grantee's permit application and after issuance of such permit(s).

3. Restoration. Subject to Paragraph 4, below, in the event private or public improvements in the Easement Area are disturbed or damaged by any of Grantee's Work, upon completion of such Work, Grantee shall, at Grantee's discretion, replace such improvements or restore such improvements to a condition that is as good as or better than that which existed prior to the use, or as negotiated separately by the Grantee and Grantor; provided, however, that such restoration shall be consistent with Grantee's project improvements and the purposes described in Paragraph 2. In the event Grantee does not comply with the foregoing requirement, Grantor may, upon reasonable advance notice to Grantee, take the actions to restore the property at Grantee's sole cost and expense.

During the Term, Grantee may, on an interim basis, restore the Easement Area to a reasonably safe and sanitary condition.

4. Term of Easement. The term of the Easement (the "Term") shall commence upon mutual execution of this Easement. Following commencement of the Term, Grantor shall not make any material modifications or improvements to the physical condition of the Easement Area that would interfere with Grantee's use of the Easement Area for the purposes described in Paragraph 2. Grantee will provide fourteen (14) calendar days written notice to Grantor before commencing Grantee's Work within the Easement Area. Grantee shall be entitled to use the Easement Area for the performance of Grantee's Work for a period of **FIFTY-SEVEN (57)** consecutive months (the "Construction Period"). During the Construction Period, Grantee's use of the Easement Area shall be exclusive. The Easement will remain in effect until **December 31, 2023** or until completion of restoration of the Easement Area, if any, as provided for in Section 3 of this Easement, whichever occurs first. Grantee may, at its option, extend the Term, including the exclusive Construction Period, for up to an additional **SIX (6) consecutive months**, upon thirty (30) calendar day's prior written notice to the Grantor.

5. Payment for Easement Grantee will pay Grantor **TWO HUNDRED TWENTY-TWO THOUSAND FOUR HUNDRED and 00/100ths Dollars (\$222,400.00)** upon recording of this Easement. If Grantee requires additional use past the Construction Period, Grantee will pay **FOUR THOUSAND NINE HUNDRED TWENTY-NINE and 50/100ths Dollars (\$4,929.50)** per month for each month or portion of a month, that Grantee uses the Easement Area for the purpose described in Paragraph 2.

6. Representations and Indemnifications. Grantee will exercise its rights under this Easement in accordance with the requirements of all applicable statutes, orders, rules and regulations of any public authority having jurisdiction. The Grantee shall defend, indemnify and hold the Grantor, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with the performance of this Agreement, except to the extent such injuries and damages are caused by the sole negligence or intentional misconduct of the Grantor or its elected officials, officers, employees, agents, representatives, invitees, licensees, or volunteers. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Grantee and the Grantor, its officers, officials, employees, and volunteers, the Grantee's liability hereunder shall be only to the extent of the Grantee's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Grantee's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

7. Binding Effect. This Easement is solely for the benefit of Grantee, and is personal to Grantee, its successors in interest and assigns. Grantee may permit third parties to enter the Easement Area to accomplish the purposes described herein, provided that all such parties abide by the terms of this Easement. This Easement, and the duties, restrictions, limitations and obligations herein created, run with the land, burden the Property and are binding upon Grantor

and its successors, assigns, mortgagees and sublessees and each and every person who, at any time, has a fee, leasehold, mortgage or other interest in any part of the Easement Area.

8. Insurance. During the Term, Grantee and its agents, contractors and subcontractors shall procure and maintain the following insurance coverage for all employees or agents performing any work on the Easement Area.

Commercial General Liability. Grantee agrees that it shall, at its own expense, procure and maintain Commercial General Liability insurance covering premises, operations, independent contractor's liability and damages for personal injury and property damage. Coverage shall be in amounts not less than \$1,000,000 per occurrence and \$2,000,000 general aggregate. Certificates of insurance shall be provided by Grantee indicating that the Grantor is included as an Additional Insured on the policy(ies) and Grantee shall provide thirty (30) calendar days prior written notice to the Grantor of any cancellation of the required policy(ies), where there is no intent to timely acquire a new policy. Notwithstanding the forgoing, Grantee shall have the right to self-insure any of the insurance obligations set forth herein or provide other proof of coverage that may be accepted by the Grantor in the Grantor's sole discretion.

Automobile Liability insurance with combined single limits of liability not less than \$1,000,000 for bodily injury, including personal injury or death and property damage shall be required if delivery of service directly involves Attorney use of motor vehicles.

If the Grantee maintains higher insurance limits than the minimums shown above, the Grantor shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Grantee, irrespective of whether such limits maintained by the Grantee are greater than those required by this contract or whether any certificate of insurance furnished to the Grantor evidences limits of liability lower than those maintained by the Grantee.

Other Insurance Provision. The Grantee's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the Grantor. Any insurance, self-insurance, or self-insured pool coverage maintained by the Grantor shall be excess of the Grantee's insurance and shall not contribute with it.

Grantee must provide Grantor, on request, certificates of insurance evidencing such coverage. Grantee may provide the coverage required herein under blanket policies provided that the coverage is not diminished as a result. Grantee shall file with the Grantor's Risk Manager on an annual basis proof of an appropriate program of insurance, self-insurance, or any combination thereof in amounts and types sufficient to satisfy its liabilities. When commercial insurance is utilized, Grantee shall provide certificates of insurance reflecting evidence of the required insurance and naming the Grantor as an additional insured where appropriate. The certificates shall contain a provision that coverage will not be canceled until at least thirty (30) calendar days' prior written notice has been given to the Grantor.

9. Legal Proceedings. Grantor and Grantee agree that in the event it becomes necessary for either of them to defend or institute legal proceedings as a result of the failure of the other to comply with this Easement, the prevailing party in such litigation will be entitled to be reimbursed for all costs incurred or expended in connection therewith, including, but not limited to, reasonable attorney's fees (including paralegal fees and fees for any appeals) and court costs.

10. Recording. Grantee will record at its sole cost and expense this Easement in the real property records of **King** County, Washington. Grantee shall file a release of this Easement at its sole cost and expense at the termination of this Easement.

Exhibit "A"

Includes:

- Exhibit A – LL180
- Exhibit A – LL181

EXHIBIT "A"

R/W No. LL-180
PIN 2111600046
CITY OF SHORELINE, A MUNICIPAL CORPORATION

Grantor's Parcel:

LOTS 9 AND 10, BLOCK 1, DULL'S SUBDIVISION NO. 2, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 57 OF PLATS, PAGE 57, IN KING COUNTY, WASHINGTON; EXCEPT ALL THAT PORTION LYING NORTHWESTERLY OF A LINE DRAWN PARALLEL WITH AND 155 FEET SOUTHEASTERLY, WHEN MEASURED AT RIGHT ANGLES AND/OR RADially FROM THE CENTERLINE OF PRIMARY STATE HIGHWAY NO. 1, SEATTLE FREEWAY (EAST 145TH STREET TO EAST 200TH STREET).

(ALSO KNOWN AS: RIDGECREST PARK PARCEL 2 ACCORDING TO RECORDING NO. 9707030436.)

Earl J. Bone 1/10/19

EXHIBIT "A"

R/W No. 181
PIN 2881700193
CITY OF SHORELINE, A MUNICIPAL CORPORATION

Grantor's Parcel:

LOT 3, BLOCK 2, GREEN LAKE FIVE ACRE TRACTS TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 11 OF PLATS, PAGE 72, IN KING COUNTY, WASHINGTON; EXCEPT THE EAST 120 FEET OF THE SOUTH 225.59 FEET; AND EXCEPT THAT PORTION OF SAID LOT 3, BLOCK 2, LYING NORTHWESTERLY OF A LINE DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH LINE OF SAID LOT 3, AND 125 FEET SOUTHEASTERLY WHEN MEASURED AT RIGHT ANGLES AND/OR RADially FROM THE CENTERLINE OF PRIMARY STATE HIGHWAY NO. 1, SEATTLE FREEWAY (EAST 145TH STREET TO EAST 200TH STREET); THENCE NORTHEASTERLY AND PARALLEL WITH SAID CENTERLINE TO A POINT OPPOSITE HIGHWAY ENGINEER'S STATION 196+00 AND 125 FEET EASTERLY THEREFROM; THENCE NORTHEASTERLY TO A POINT OPPOSITE HIGHWAY ENGINEER'S STATION 198+00 AND 180 FEET EASTERLY THEREFROM; THENCE NORTHEASTERLY AND PARALLEL WITH SAID CENTERLINE TO THE NORTH LINE OF SAID LOT 3.

(ALSO KNOWN AS: RIDGECREST PARK, PARCEL 1, ACCORDING TO RECORDING NO. 9707030436.)

Earl J. Bone 1/10/19

Exhibit "B"

Includes:

- Exhibit B – LL180
- Exhibit B – LL181]

EXHIBIT "B"
LL180 Easement Area

FEE TAKE AND TEMPORARY CONSTRUCTION EASEMENT
NE 1/4 NW 1/4 SEC 17, T 26 N, R 4 E, W.M.

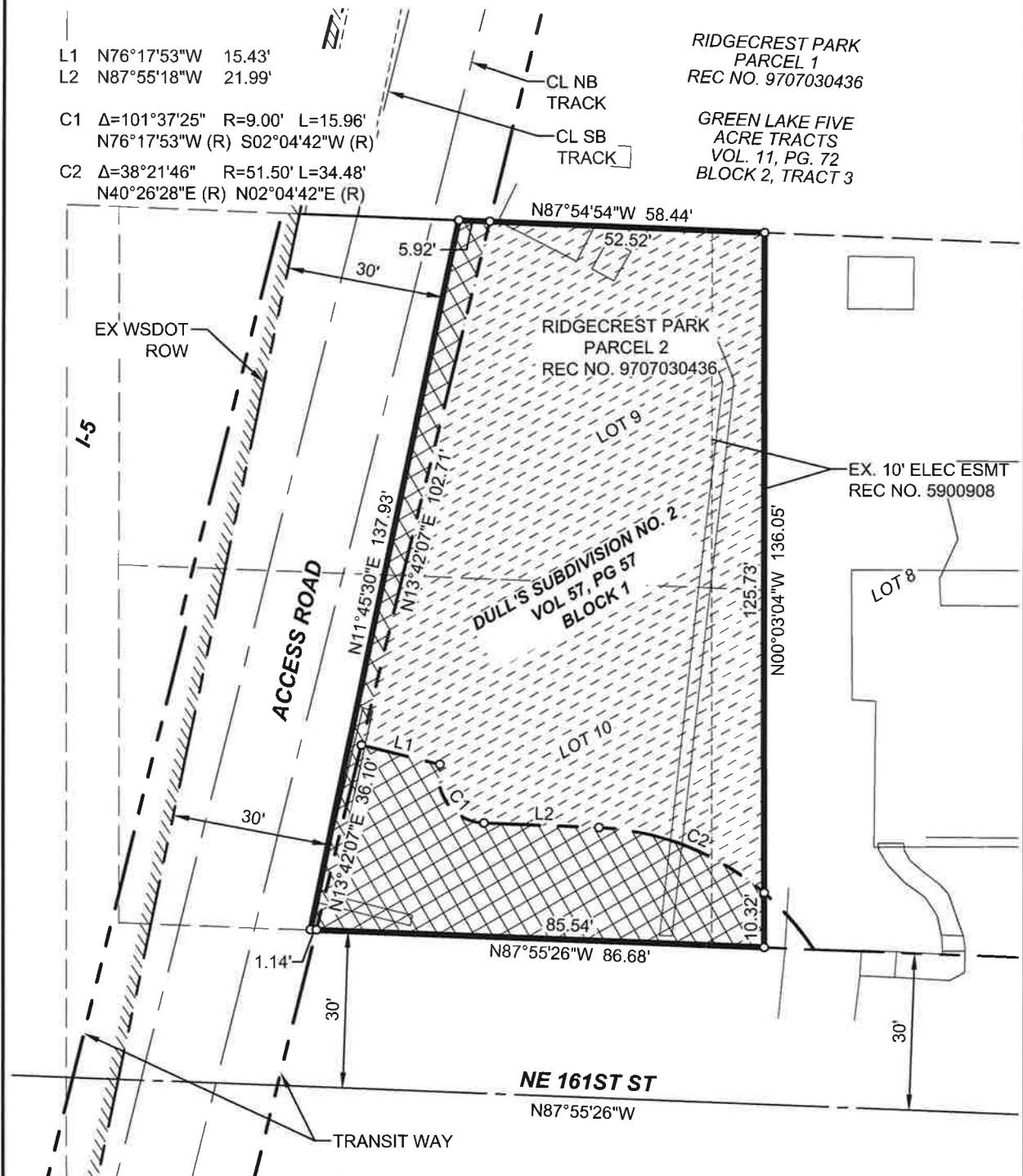
L1 N76°17'53"W 15.43'
L2 N87°55'18"W 21.99'

C1 Δ=101°37'25" R=9.00' L=15.96'
N76°17'53"W (R) S02°04'42"W (R)

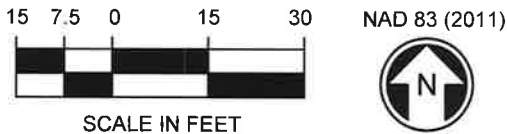
C2 Δ=38°21'46" R=51.50' L=34.48'
N40°26'28"E (R) N02°04'42"E (R)

RIDGECREST PARK
PARCEL 1
REC NO. 9707030436

GREEN LAKE FIVE
ACRE TRACTS
VOL. 11, PG. 72
BLOCK 2, TRACT 3



LEGEND	
	LIGHT RAIL TRANSIT WAY
	RIGHT-OF-WAY LINE
	EASEMENT LINE PERMANENT
	EASEMENT LINE TEMPORARY
	EXISTING RIGHT-OF-WAY LINE
	STREET CENTER LINE
	PLATTED LOT LINE
	PROPERTY LINE
	PARENT PARCEL



	TEMP CONST ESMT
	FEE TAKE

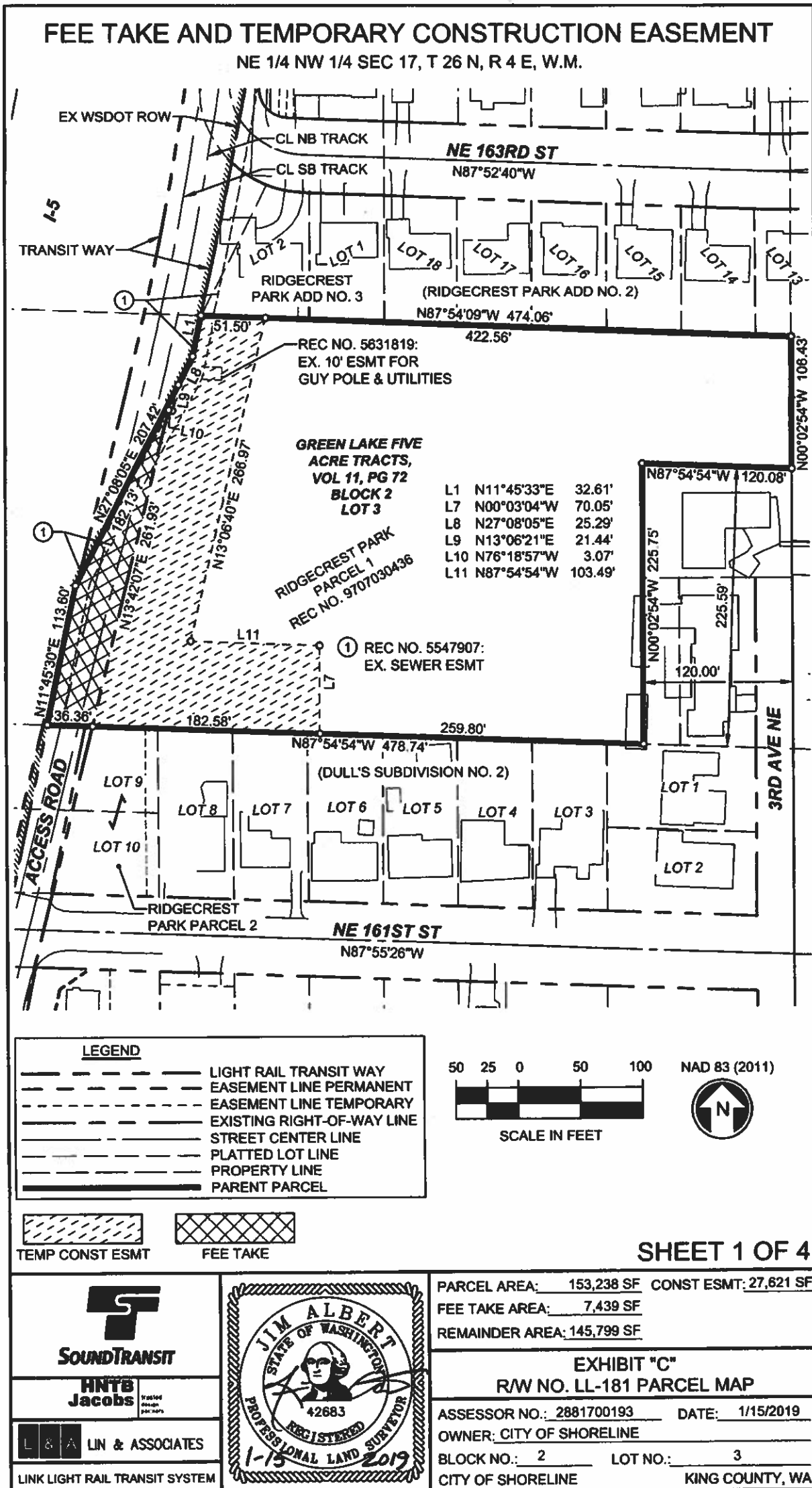
SHEET 1 OF 3

SOUNDTRANSIT
HNTB Jacobs
L & A LIN & ASSOCIATES
LINK LIGHT RAIL TRANSIT SYSTEM

EARL J. BONE
STATE OF WASHINGTON
REGISTERED
PROFESSIONAL LAND SURVEYOR
19429
5/7/19

PARCEL AREA:	9,866 SF	CONST ESMT:	7,496 SF
FEE TAKE AREA:	2,370 SF		
REMAINING AREA:	7,496 SF		
EXHIBIT "C"			
R/W NO. LL-180 PARCEL MAP			
ASSESSOR NO.:	2111600046	DATE:	5/7/2019
OWNER: CITY OF SHORELINE			
BLOCK NO.:	1	LOT NO.:	9 & 10
CITY OF SHORELINE		KING COUNTY, WA	

EXHIBIT "B"
LL181 Easement Area



WHEN RECORDED RETURN TO:

Sound Transit
Real Property Division
401 S. Jackson Street
Seattle, WA 98104-2826

**TEMPORARY CONSTRUCTION EASEMENT
(STAGING AND LONG-TERM GENERAL CONSTRUCTION)**

Grantor(s): [City of Shoreline]
Grantee: Central Puget Sound Regional Transit Authority
Abbreviated Legal Description: [PTN of NW of the SW, Sec 8-26N-4E W M]
Assessor’s Tax Parcel No(s): [0826049048]
ROW No(s): [LL207.1]

[City of Shoreline, a Washington municipal corporation], (“Grantor”), is the owner of real property located in the City of [Shoreline] commonly known as [Ronald Bog Park], and more particularly described in the legal description attached as **Exhibit "A"** [Grantor’s Entire Parcel (“Property”).

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY, a regional transit authority of the State of Washington (“Grantee”), is developing high capacity transit service in the central Puget Sound region, including the Link light rail system. Grantee is constructing a portion of the Link light rail system called the **Lynnwood Link Extension** (“Project”).

Grantee desires to use a certain portion of the Property in connection with the construction, operation and maintenance of the Link light rail system.

AGREEMENT

1. Grant of Easement. Grantor, for and in consideration of the public good and other good and valuable consideration, receipt and sufficiency of which is hereby acknowledged by Grantor, hereby grants to Grantee, its successors and assigns, a temporary construction easement (“Easement”) within, over, across, through, under, and upon the portion of the Property, more particularly depicted in **Exhibit "B"** (“Easement Area”).

2. Purpose of Easement. Grantee, its contractors, agents, and permittees may use the Easement Area, including entry into private or public improvements located in the Easement Area, for the purpose of staging and construction (which may include, but not be limited to: staging and construction of the guideways, station, drainage, garage, parking, signal house, retaining walls, crane foundation and tower; street connections, utilities, utility connections; to re-grade slopes and make cuts and fills to match new driveways, parking lot areas, street grade, sidewalks, retaining walls; and parking lot reconstruction) (“Grantee’s Work”). When deemed necessary by Grantee for staging or construction, Grantee may fence all or a portion of the Easement Area from time to time during the performance of Grantee’s Work described herein. Grantee shall ensure that the Easement Area is maintained in a safe and sanitary manner throughout the Term and any extension thereto. Grantee shall at all times ensure that the Easement does not unreasonably interfere with Grantor’s access to the Property from the adjacent public right-of-way.

In the event Grantee’s utility connection work requires access to portions of the Property in addition to that depicted in Exhibit B, Grantee may enter into such additional property

for the purpose of reconnecting utilities that serve the Property and such entry will be governed by the terms of the Easement.

Grantee shall be entitled to apply to public authorities having jurisdiction for any and all permits necessary for the purposes described herein. Grantee shall be responsible for all work performed under such permit(s), along with any and all fees which may accrue during review of Grantee's permit application and after issuance of such permit(s).

3. Restoration. Subject to Paragraph 4, below, in the event private or public improvements in the Easement Area are disturbed or damaged by any of Grantee's Work, upon completion of such Work, Grantee shall, at Grantee's discretion, replace such improvements or restore such improvements to a condition that is as good as or better than that which existed prior to the use, or as negotiated separately by the Grantee and Grantor; provided, however, that such restoration shall be consistent with Grantee's project improvements and the purposes described in Paragraph 2. In the event Grantee does not comply with the foregoing requirement, Grantor may, upon reasonable advance notice to Grantee, take the actions to restore the property at Grantee's sole cost and expense.

During the Term, Grantee may, on an interim basis, restore the Easement Area to a reasonably safe and sanitary condition.

4. Term of Easement. The term of the Easement (the "Term") shall commence upon mutual execution of this Easement. Following commencement of the Term, Grantor shall not make any material modifications or improvements to the physical condition of the Easement Area that would interfere with Grantee's use of the Easement Area for the purposes described in Paragraph 2. Grantee will provide fourteen (14) calendar days written notice to Grantor before commencing Grantee's Work within the Easement Area. Grantee shall be entitled to use the Easement Area for the performance of Grantee's Work for a period of **EIGHTEEN (18)** consecutive months (the "Construction Period"). During the Construction Period, Grantee's use of the Easement Area shall be exclusive. The Easement will remain in effect until **December 31, 2023** or until completion of restoration of the Easement Area, if any, as provided for in Section 3 of this Easement, whichever occurs first.

5. Payment for Easement Grantee will pay Grantor **ONE HUNDRED NINE THOUSAND and 00/100ths Dollars (\$109,000.00)** upon recording of this Easement.

6. Representations and Indemnifications. Grantee will exercise its rights under this Easement in accordance with the requirements of all applicable statutes, orders, rules and regulations of any public authority having jurisdiction. The Grantee shall defend, indemnify and hold the Grantor, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with the performance of this Agreement, except to the extent such injuries and damages are caused by the sole negligence or intentional misconduct of the Grantor or its elected officials, officers, employees, agents, representatives, invitees, licensees, or volunteers. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Grantee and the Grantor, its officers, officials, employees, and volunteers, the Grantee's liability hereunder shall be only to the extent of the Grantee's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Grantee's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

7. Binding Effect. This Easement is solely for the benefit of Grantee, and is personal to Grantee, its successors in interest and assigns. Grantee may permit third parties to enter the Easement Area to accomplish the purposes described herein, provided that all such parties abide by the terms of this Easement. This Easement, and the duties, restrictions, limitations and obligations herein created, run with the land, burden the Property and are binding upon Grantor and its successors, assigns, mortgagees and sublessees and each and every person who, at any time, has a fee, leasehold, mortgage or other interest in any part of the Easement Area.

8. Insurance. During the Term, Grantee and its agents, contractors and subcontractors shall procure and maintain the following insurance coverage for all employees or agents performing any work on the Easement Area.

Commercial General Liability. Grantee agrees that it shall, at its own expense, procure and maintain Commercial General Liability insurance covering premises, operations, independent contractor's liability and damages for personal injury and property damage. Coverage shall be in amounts not less than \$1,000,000 per occurrence and \$2,000,000 general aggregate. Certificates of insurance shall be provided by Grantee indicating that the Grantor is included as an Additional Insured on the policy(ies) and Grantee shall provide thirty (30) calendar days prior written notice to the Grantor of any cancellation of the required policy(ies), where there is no intent to timely acquire a new policy. Notwithstanding the forgoing, Grantee shall have the right to self-insure any of the insurance obligations set forth herein or provide other proof of coverage that may be accepted by the Grantor in the Grantor's sole discretion.

Automobile Liability insurance with combined single limits of liability not less than \$1,000,000 for bodily injury, including personal injury or death and property damage shall be required if delivery of service directly involves Attorney use of motor vehicles.

If the Grantee maintains higher insurance limits than the minimums shown above, the Grantor shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Grantee, irrespective of whether such limits maintained by the Grantee are greater than those required by this contract or whether any certificate of insurance furnished to the Grantor evidences limits of liability lower than those maintained by the Grantee.

Other Insurance Provision. The Grantee's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the Grantor. Any insurance, self-insurance, or self-insured pool coverage maintained by the Grantor shall be excess of the Grantee's insurance and shall not contribute with it.

Grantee must provide Grantor, on request, certificates of insurance evidencing such coverage. Grantee may provide the coverage required herein under blanket policies provided that the coverage is not diminished as a result. Grantee shall file with the Grantor's Risk Manager on an annual basis proof of an appropriate program of insurance, self-insurance, or any combination thereof in amounts and types sufficient to satisfy its liabilities. When commercial insurance is utilized, Grantee shall provide certificates of insurance reflecting evidence of the required insurance and naming the Grantor as an additional insured where appropriate. The certificates shall contain a provision that coverage will not be canceled until at least thirty (30) calendar days' prior written notice has been given to the Grantor.

9. Legal Proceedings. Grantor and Grantee agree that in the event it becomes necessary for either of them to defend or institute legal proceedings as a result of the failure of the other to comply with this Easement, the prevailing party in such litigation will be entitled to be reimbursed for all costs incurred or expended in connection therewith, including, but not limited to, reasonable attorney's fees (including paralegal fees and fees for any appeals) and court costs.

10. Recording. Grantee will record at its sole cost and expense this Easement in the real property records of **King** County, Washington. Grantee shall file a release of this Easement at its sole cost and expense at the termination of this Easement.

EXHIBIT "A"

R/W No. LL-207.1
 PIN 0826049048
 THE CITY OF SHORELINE

Grantor's Parcel:

THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 26 NORTH, RANGE 4 EAST, W M, IN KING COUNTY, WASHINGTON, EXCEPT THE NORTH 30 FEET THEREOF CONVEYED TO KING COUNTY FOR ROAD BY DEED RECORDED UNDER RECORDING NUMBERS 877018 AND 877019, AND EXCEPT THAT PORTION OF THE SOUTH 10 FEET OF THE NORTH 40 FEET OF SAID SUBDIVISION CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO 618459; AND EXCEPT THAT PORTION THEREOF LYING NORTHWESTERLY OF THE ARC OF A CIRCLE HAVING A RADIUS OF 15 FEET WHICH IS TANGENT TO A LINE WHICH IS 40 FEET SOUTHERLY OF AND PARALLEL TO THE CENTERLINE OF NE 175TH STREET AND TANGENT TO A LINE WHICH IS 30 FEET EASTERLY OF AND PARALLEL TO THE CENTERLINE OF MERIDIAN AVENUE AS CONDEMNED UNDER KING COUNTY SUPERIOR COURT CAUSE NO. 618459; AND EXCEPT THE EAST 5 FEET OF THE WEST 35 FEET OF THE SOUTH 88 FEET OF THE NORTH 130 FEET THEREOF;

TOGETHER WITH THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 26 NORTH, RANGE 4 EAST, W M, IN KING COUNTY, WASHINGTON, LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT A POINT ON THE NORTH LINE OF SAID SUBDIVISION LYING EASTERLY THEREON 74.31 FEET FROM THE NORTHWEST CORNER THEREOF; THENCE SOUTHERLY TO A POINT ON THE SOUTH LINE OF SAID SUBDIVISION LYING 38.58 FEET EASTERLY THEREOF FROM THE SOUTHWEST CORNER OF SAID SUBDIVISION AND TERMINUS OF SAID LINE; EXCEPT THE NORTH 40 FEET FOR COUNTY ROAD;

TOGETHER WITH THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 26 NORTH, RANGE 4 EAST, W M, IN KING COUNTY, WASHINGTON, EAST OF A LINE AS FOLLOWS: BEGINNING 74.31 FEET EAST OF THE NORTHWEST CORNER THEREOF; THENCE SOUTHERLY TO A POINT 38.58 FEET EAST OF THE SOUTHWEST CORNER THEREOF AND WEST OF THE EAST LINE OF THE WEST 350 FEET OF SAID SUBDIVISION; EXCEPT THAT PORTION CONVEYED TO STATE OF WASHINGTON FOR PRIMARY STATE HIGHWAY NO 1 BY DEED RECORDED UNDER RECORDING NUMBER 5404286; AND EXCEPT THAT PORTION CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 602268; AND EXCEPT COUNTY ROADS;

TOGETHER WITH THAT PORTION OF THE WEST 350 FEET OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 26 NORTH, RANGE 4 EAST, W M, IN KING COUNTY, WASHINGTON, LYING BETWEEN A LINE DRAWN FROM A POINT OPPOSITE HIGHWAY ENGINEER'S STATION (HEREINAFTER REFERRED TO AS HES) 225+00 ON THE BASELINE OF SR 5 (PSH NO 1), SEATTLE FREEWAY, EAST 145TH STREET TO EAST 200TH STREET, AND 230 FEET WESTERLY THEREFROM TO A POINT OPPOSITE HES 222+50 AND 160 FEET WESTERLY THEREFROM AND A LINE DRAWN FROM A POINT OPPOSITE HES 225+00 AND 230 FEET WESTERLY THEREFROM TO A POINT OPPOSITE HES 224+10 AND 165 FEET WESTERLY THEREFROM.

EXCEPT FROM SAID PROPERTY ABOVE THAT PORTION CONVEYED TO THE STATE OF WASHINGTON BY DEED RECORDED UNDER RECORDING NO. 20000719000481;

TOGETHER WITH THAT PORTION LYING WITHIN THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 26 NORTH, RANGE 4 EAST CONVEYED FROM THE STATE OF WASHINGTON TO THE CITY OF SHORELINE IN DEED RECORDED UNDER RECORDING NO. 20041007000031, RECORDS OF KING COUNTY.

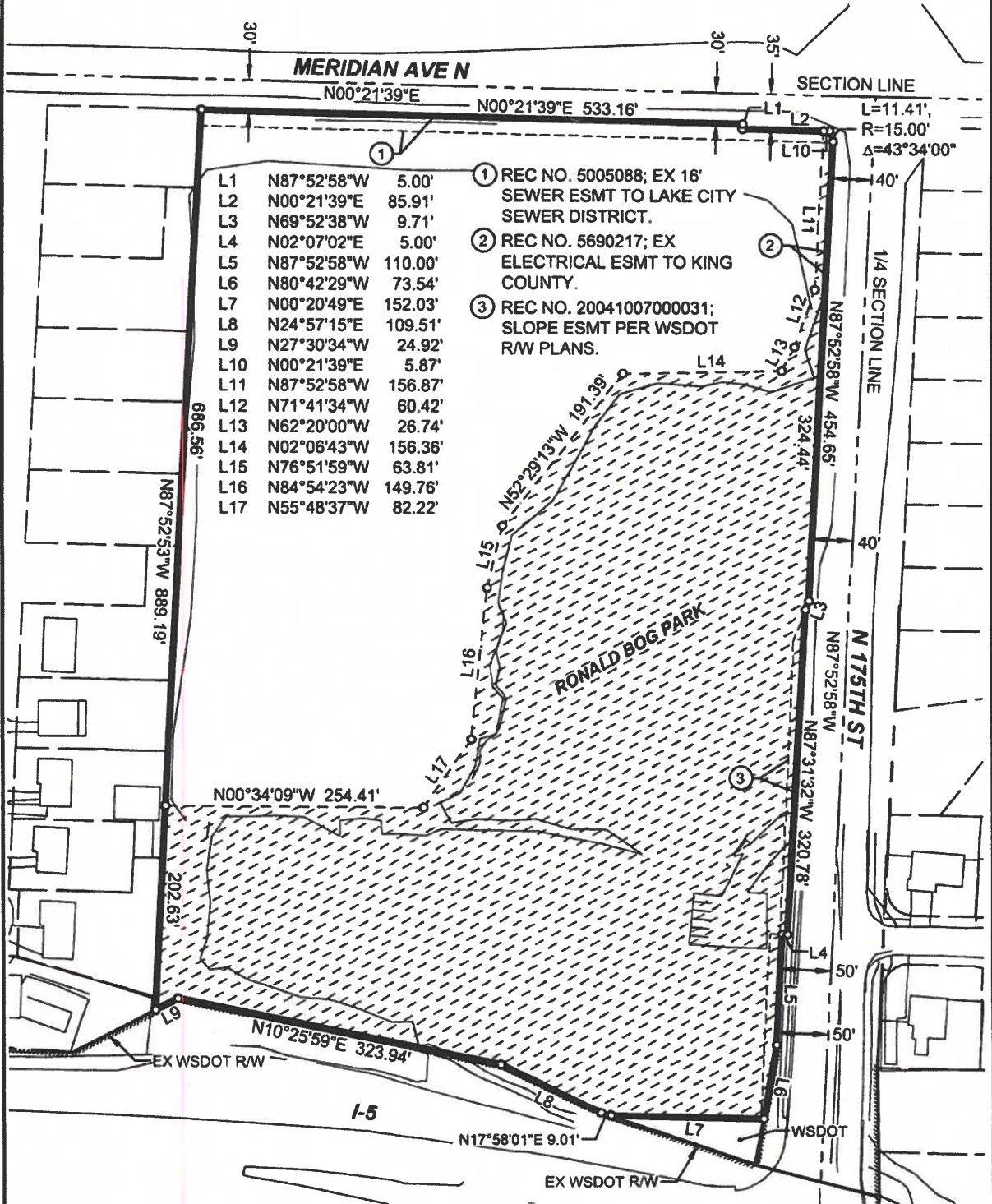
SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

Earl J. Bone P.L.L.C. 11/30/19

EXHIBIT "B"
Easement Area

TEMPORARY CONSTRUCTION EASEMENT

NW 1/4 SW 1/4 SEC 08, T 26 N, R 4 E, W.M.



L1	N87°52'58"W	5.00'
L2	N00°21'39"E	85.91'
L3	N69°52'38"W	9.71'
L4	N02°07'02"E	5.00'
L5	N87°52'58"W	110.00'
L6	N80°42'29"W	73.54'
L7	N00°20'49"E	152.03'
L8	N24°57'15"E	109.51'
L9	N27°30'34"W	24.92'
L10	N00°21'39"E	5.87'
L11	N87°52'58"W	156.87'
L12	N71°41'34"W	60.42'
L13	N62°20'00"W	26.74'
L14	N02°06'43"W	156.36'
L15	N76°51'59"W	63.81'
L16	N84°54'23"W	149.76'
L17	N55°48'37"W	82.22'

- ① REC NO. 5005088; EX 16' SEWER ESMT TO LAKE CITY SEWER DISTRICT.
- ② REC NO. 5690217; EX ELECTRICAL ESMT TO KING COUNTY.
- ③ REC NO. 20041007000031; SLOPE ESMT PER WSDOT R/W PLANS.

SHEET 1 OF 3

 LINK LIGHT RAIL TRANSIT SYSTEM		PARCEL AREA: 578,814 SF CONST ESMT: 287,002 SF
		EXHIBIT "C" R/W NO. LL-207.1 PARCEL MAP ASSESSOR NO.: 0826049048 DATE: 01/15/2019 OWNER: CITY OF SHORELINE BLOCK NO.: N/A LOT NO.: N/A CITY OF SHORELINE KING COUNTY, WA

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussing and Selecting the Preferred Option for the 185 th Street Multimodal Corridor Strategy		
DEPARTMENT:	Public Works		
PRESENTED BY:	Nora Daley-Peng, Senior Transportation Planner		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

The purpose of this agenda item is to provide the City Council with an update on the 185th Street Multimodal Corridor Strategy (185th MCS). To date, the study team has assessed the corridor’s existing conditions, conducted the fall outreach series to receive initial community and stakeholder input, developed several draft roadway options and shared them during the spring outreach series. Staff used public and stakeholder input from the spring outreach series to help develop the City Staff Recommended Option (Recommended Option).

Tonight, City staff is providing Council with a summary of the spring outreach series, the Recommended Option for consideration as the Preferred Option to move forward into the next steps of development of the 185th MCS.

Once Council has selected a Preferred Option, the study team will develop the 185th MCS Report, which will include a refined corridor plan, intersection design analysis, right-of-way (ROW) needs, utility coordination, SEPA checklist, conceptual design guidelines, cost estimate, project delivery approach, and funding strategy. Staff will return to Council in fall 2019 with the finalized 185th MCS Report for Council discussion and adoption.

Currently, there is no designated Capital Improvement Plan (CIP) funding for improvements to the corridor. Changes to the 185th Street Corridor will happen incrementally over time as redevelopment occurs. The 185th MCS will serve as a guide to ensure that future public and private development projects contribute to a cohesive vision and will help the City competitively seek funding opportunities. The 185th MCS will serve as the basis of design for a future design development phase when the City advances this study into a CIP project.

RESOURCE/FINANCIAL IMPACT:

This study has a total budget of \$533,275 from the City of Shoreline (City) Roads Capital Fund. There is no additional financial impact associated with continued work to complete this study.

There is no immediate financial impact associated with Council's selection of the Preferred Option.

RECOMMENDATION

Staff recommends that Council select the Recommended Option as the Preferred Option for the 185th MCS in order for the study team to refine the corridor concept, develop a project delivery approach and funding strategy; and return to Council in fall 2019 with the 185th MCS Report for Council discussion and adoption.

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

INTRODUCTION

City staff is working to create a vision for the 185th Street Corridor that is future-focused and considers the needs of multiple transportation modes including motorists, pedestrians, bicyclists, and transit operators and riders. The 185th Street Corridor is anchored by the future light rail station on the east side of Interstate 5 and created by three roads: N/NE 185th Street, 10th Avenue NE, and NE 180th Street. For this study, the term “185th Street Corridor” is used to succinctly describe the collection of these three streets.

Council previously discussed the 185th MCS’s fall outreach series, draft mid-block cross section options, and draft concepts for community gathering places at their March 25, 2019 Council meeting. The staff report for that discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2019/staffreport032519-8a.pdf>

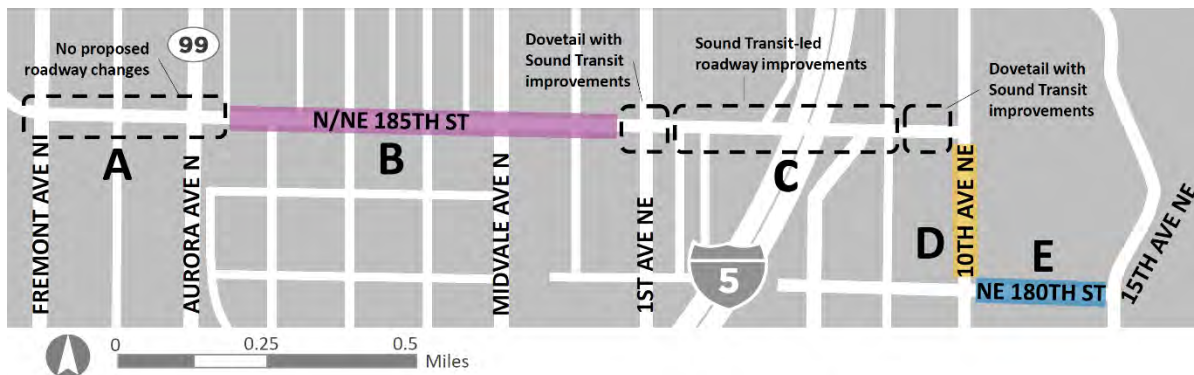
This staff report provides a summary of the work leading to and the feedback from the spring outreach series, the Recommended Option of proposed mid-block cross sections for the 185th Street Corridor, and an outline of next steps. The study will culminate in a 185th MCS Report to guide how future developments, both public and private, will relate to the 185th Street Corridor and ensure that it is developed in a cohesive way. The 185th MCS will serve as the basis of design for a future design development phase when the City advances this study into a CIP project.

BACKGROUND

The 185th MCS takes into consideration the future Shoreline North/185th Station, which is expected to open in 2024 and related amenities, the additional transportation demands created as a result of the station, as well as new demands based on anticipated population growth from the 185th Street Station Subarea rezoning.

Corridor Segments

The 185th Street Corridor has distinct characteristics throughout. No “One Size Fits All” design can work along the entire corridor for all modes of transportation or land uses. The study team divided the corridor into the following segments for this study:



Process and Schedule

To date, the study team has assessed the corridor's existing conditions, conducted the fall outreach series to receive initial community and stakeholder input, developed several draft mid-block cross section options and shared them during the spring outreach series. Using public and stakeholder feedback on the draft corridor options, the study team developed a hybrid set of mid-block cross sections along the corridor reflecting the best mix of elements from the options, referred to as the Recommended Option in this staff report.

Tonight, staff is seeking Council's selection of a Preferred Option for the 185th MCS in order for the study team to refine the corridor concept, develop a project delivery approach and funding strategy, and return to Council in fall 2019 with the 185th MCS Report for Council consideration.



DEVELOPMENT OF RECOMMENDED OPTION

Stakeholder Outreach

Staff is using a variety of outreach events and activities to engage and inform the community throughout the 185th MCS process. In spring 2019, staff facilitated Outreach Series 2 to gather community and stakeholder input on several draft roadway options and draft concepts for community gathering places.

Outreach Series 2 events included Open House 2 on Tuesday, April 2, 2019, stakeholder meetings, a presentation at a neighborhood association meeting for neighborhoods adjacent to the corridor, and an online survey from April 5 to May 28, 2019 that offered similar exercises to those offered at in-person spring outreach events. Overall, a total of 375 people participated in the spring outreach meetings and online survey.

Staff used public and stakeholder input from the spring outreach series to help develop the Recommended Option. A high-level summary of the survey take-aways for the draft roadway options (see Attachment A for illustrations and evaluation analysis of the draft roadway options) and the draft community gathering places concepts are described below. More details about Outreach Series 2 and public feedback received can be viewed in the Outreach Series 2 Summary (see Attachment B).

Overall Survey Take-aways

Most survey responders support improving the corridor with a relatively small percentage (between five to eight percent) of survey responders selecting to keep the corridor the way it is today. Survey responses indicate a strong interest in accommodating multiple modes of travel along the corridor with an emphasis on creating a pedestrian-friendly environment.

Note that the 185th MCS does not propose changes to N/NE 185th Street Segment A and C because the lane configuration sufficiently accommodates present and future traffic or utilizes Sound Transit's (ST) planned project improvements, respectively.

N/NE 185th Street Survey Take-aways - Segment B

Previously proposed options included:

- Option 1 - enhanced three-lane section (two travel lanes and a center turn lane) with bike lanes
- Option 2 - four-lane section (two travel lanes and two Business Access and Transit "BAT" lanes) and protected bike lanes
- Option 3 - five-lane section (four travel lanes and a center turn lane) with a shared-use path

Overall, Option 2 ranked highest. Top reasons for this choice included considerations for pedestrians, bicyclists, and transit. Outreach participants suggested improving Option 2 by moving the bike lanes off the street and trying to preserve mature trees on the northside of street by retaining the location of the existing curb.

10th Avenue NE Survey Take-aways - Segment D

Previously proposed options included:

- Option 1 - two-lane section (two travel lanes) with buffered bike lanes
- Option 2 - two-lane section (two travel lanes) with bike lanes and on-street parking
- Option 3 - three-lane section (two travel lanes and a center turn lane) and bike lanes

Overall, Option 1 ranked highest. Option 2 was a close second (within five percent). Top reasons for this choice included considerations for pedestrians, bicyclists, and traffic. Participants emphasized the need for parking in this growing neighborhood and asked the team to be mindful of how future bus stops would affect traffic and cyclists.

NE 180th Street Survey Take-aways - Segment E

Previously proposed options included:

- Option 1 - two-lane section (two travel lanes) with bike lanes
- Option 2 - two-lane section (two travel lanes) with buffered bike lanes and on-street parking

Overall, Option 1 ranked highest. Top reasons for this choice included considerations for pedestrians, bicyclists, and traffic. Participants voiced concerns about how multimodal improvements would fit into this relatively narrow street segment (within a 60 foot right of way) that is quickly redeveloping. In addition, participants asked the team to consider NE 180th Street's topography when planning for bicycle facilities and to provide as much separation between bicyclists and roadway traffic as possible.

See Discussion section of this staff report to see how public/stakeholder feedback on draft roadway options was incorporated in the Recommended Option.

Community Gathering Places Survey Take-aways

The team previously developed and shared draft concepts for community gathering places (shown in map below) along the 185th Street Corridor for better multimodal connections, placemaking, and enhanced open spaces within the Corridor's local vicinity.



- Site #1: Aurora Avenue N and N 185th Street
 - City-owned parcel identified in the Shoreline Public Art Plan as part of a series of art-themed spaces along Aurora Avenue N.
- Site #2: Ashworth Avenue N and NE 185th Street (mid-block on south side)
 - Parcel identified as a potential nature-based open space during the 185th Street Station Subarea planning process.
- Site #3: Trailhead at the Station
 - City right of way that serves as a trailhead for the [Trail Along the Rail](#) at the intersection of NE 185th Street and 5th Avenue NE.
- Site #4: Rotary Park
 - Collection of parcels and utility right of ways identified in the Shoreline Parks, Recreation, and Open Space (PROS) Plan as an opportunity site for adding more public space within the light rail station areas.

The intent of the survey was to gather public and stakeholder feedback on what programming elements are best suited for the four identified community gathering places. Overall, outreach participants responded favorably to activating these sites while being mindful of maintenance and security needs. Attachment B includes ranking of favorite programming activities per site.

Feedback on draft concepts for Sites #1, #2, and #4 received during this process was shared with the City's Parks, Recreation, and Cultural Services (PRCS) Director and the PRCS/Tree Board. Feedback on Site #3 received during this process was shared with the Public Works Director and the Trail Along the Rail Project Manager.

Currently, there is no funding for programming these sites. Draft concepts of community gathering places are fodder for the start of a longer process of programming potential public spaces with design features that will nurture a sense of place and enhance the quality of life for the community.

DISCUSSION

The 185th Street Multimodal Corridor Strategy will provide a vision for the corridor that is safe for pedestrians and bicyclists, supports frequent bus and light rail service, addresses traffic flow, creates gathering spaces, and encourages neighborhood businesses.

The study team used the results of preliminary evaluation analysis as well as public and stakeholder feedback on the draft roadway options to develop the hybrid roadway option referred to as the Recommended Option.

Recommended Option

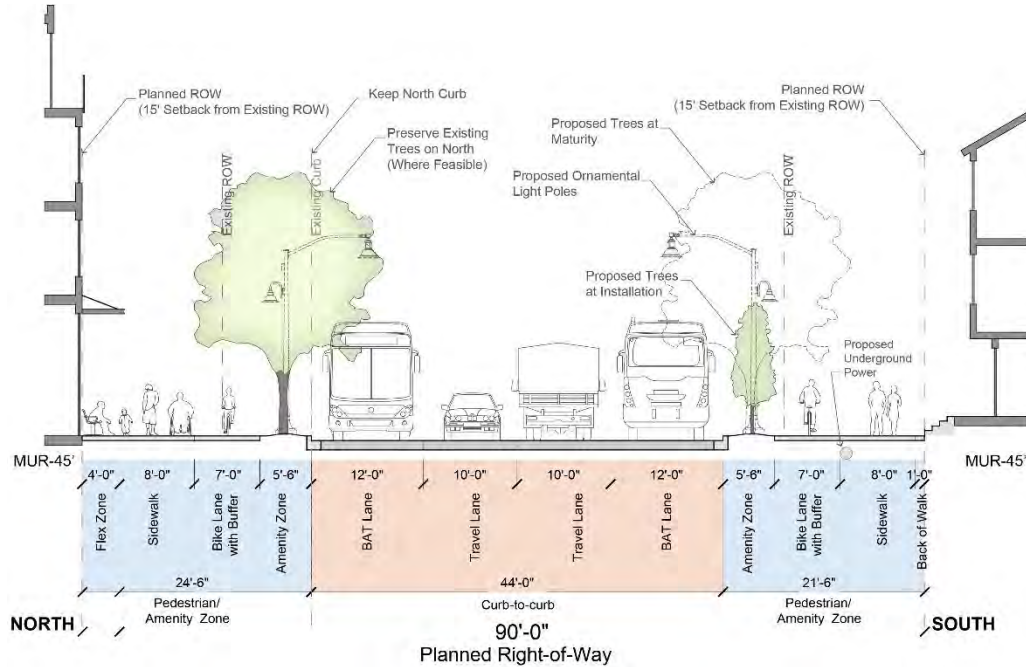
The Recommended Option shows typical mid-block cross sections (see Attachment C) for each corridor segment's overall right-of-way width including dimensions for its roadway component (curb to curb) and its non-motorized component that includes sidewalks, bicycle facilities, and amenity zones. Cross sections will typically be wider approaching and through intersections to accommodate left, right, and U-turns. Once the Council has selected a Preferred Option the team will develop and analyze intersection design options that will work with the Council-selected Preferred Option's mid-block cross sections (see Next Steps section of this staff report for more details about upcoming intersection design analysis).

The Recommended Option mid-block cross sections for the 185th Street Corridor segments are described below.

N/NE 185th Street

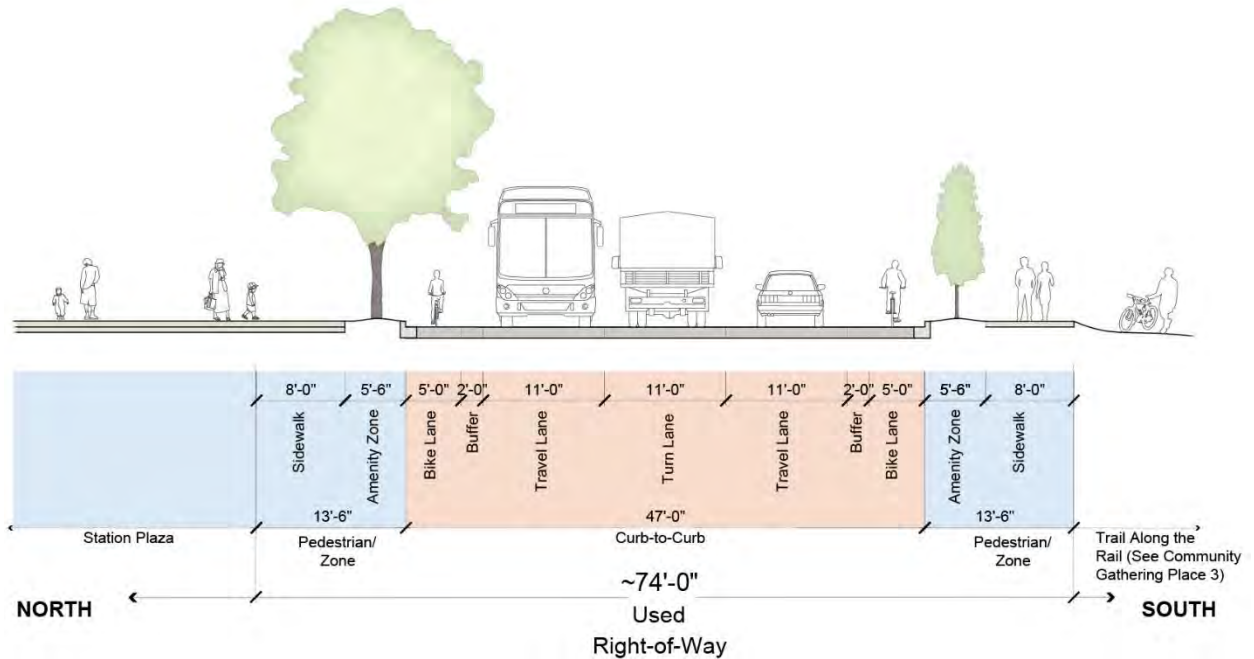
- Segment A - Fremont Avenue N to Midvale Avenue N
 - No roadway options are proposed for this segment because the lane configuration sufficiently accommodates present and future (year 2035) traffic volumes and turning movements through this segment.

- Segment B - Midvale Avenue N to 2nd Avenue NE



- Recommended Option for this segment is a four-lane section (two travel lanes and two BAT lanes), amenity zones, off-street bike lanes, sidewalks, and additional flex zone on the north side of the street.
 - Fits within the 90-foot planned right-of-way (ROW) established during the 185th Street Station Subarea planning process.
 - Supports frequent transit service with 12-foot wide BAT lanes.
 - Holds northside curb to preserve existing street trees where feasible.
 - Moves bike lanes off the street for more protection.
 - Provides separate facilities for pedestrians and cyclists.
 - Brings amenity zones and sidewalks up to City standards.
 - Adds a four-foot flex zone to the northside pedestrian zone for street furnishings.
 - Power could be undergrounded to increase street aesthetics, maximize adjacent property development, accommodate growth of large canopy street trees on the southside of street, and remove the barrier that overhead wires present during firefighting and rescue operations. Alternatively, power poles could be relocated to the amenity zone and outfitted with ornamental street lights. Staff recognizes that a Council decision as to whether to underground power along 185th Street requires more information, analysis, and policy discussions. This is discussed in the Next Steps section in this staff report.
 - Transitions from four-lanes to three-lanes between 1st Avenue NE and 2nd Avenue NE to match into Segment C's ST improvements with possible transition options such as queue jumps for buses to keep transit service reliable.

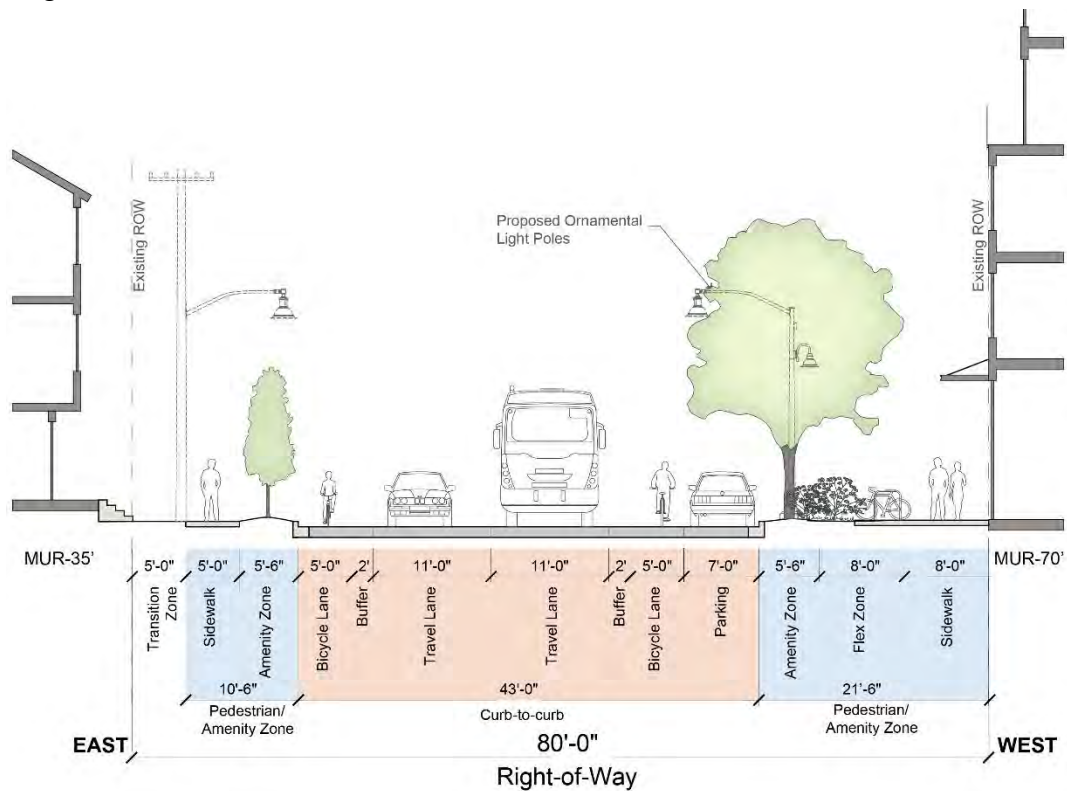
- Segment C - 2nd Avenue NE to 10th Avenue NE



- The 185th MCS does not propose changes to ST's planned project improvements for this segment. Per the Lynnwood Link Light Rail project, ST will restripe NE 185th Street into a three-lane section with buffered bike lanes between 2nd Avenue NE and 5th Avenue NE (east of I-5). Between 5th Avenue NE and 8th Avenue NE the lane configuration will consist of a two-lane section with buffered bike lanes and standard five-foot amenity zones and eight-foot sidewalks on both sides.
- ST will be undergrounding electric power on NE 185th Street from east of the bridge between of 5th Avenue NE to 8th Avenue NE and on the westside of 8th Avenue NE adjacent to the future Shoreline North/185th Station.
- East of 8th Avenue NE to 10th Avenue NE, ST is not required to make any permanent roadway improvements to NE 185th Street. ST may install temporary traffic control measures, if needed, at the intersection of NE 185th Street and 10th Avenue NE to accommodate detoured traffic during the reconstruction of 5th Avenue NE.
- East of 8th Avenue NE to 10th Avenue NE, the Recommended Option dovetails with ST roadway improvements and brings the sidewalks and amenity zones up to City standards.

10th Avenue NE

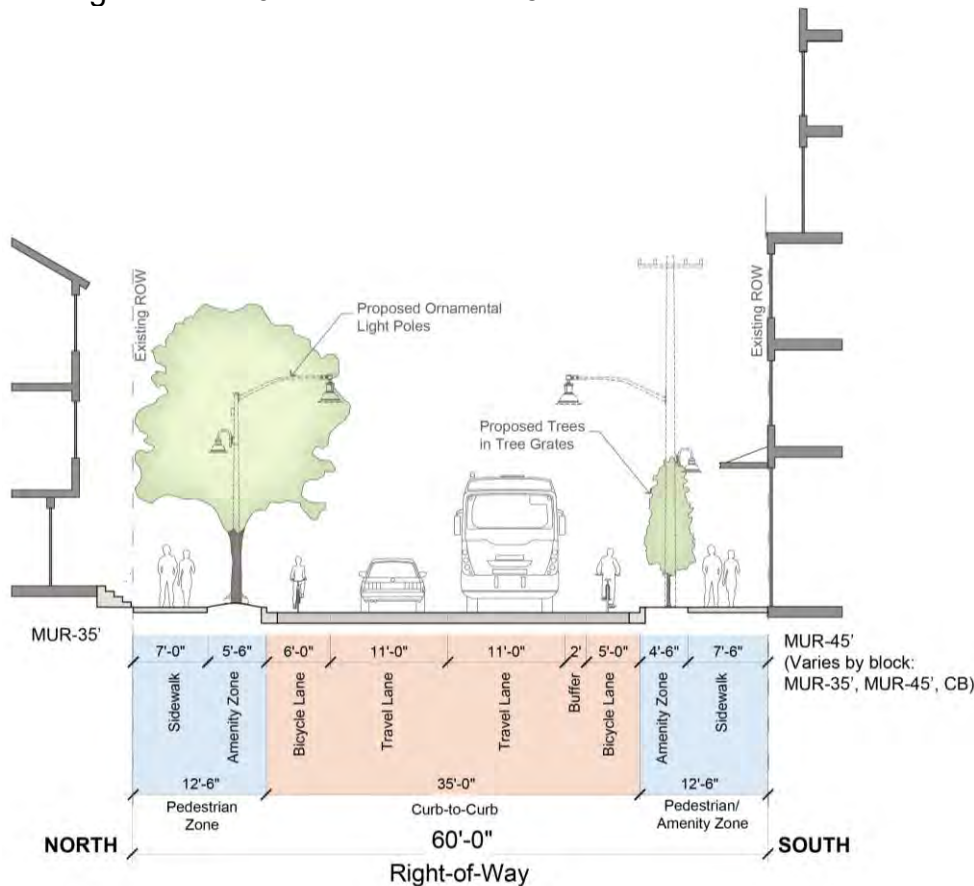
- Segment D - NE 185th Street to NE 180th Street



- Recommended Option for this segment is a two-lane section (two travel lanes) with buffered bike lanes, on-street parking (westside only), amenity zones, sidewalks, and additional flex zone on the westside of the street.
 - Fits within the 80-foot ROW.
 - Supports frequent transit service with 11-foot wide lanes.
 - Provides buffer between bikes and vehicles.
 - Adds on-street parking on westside of street. One of the previous options looked at adding a center turn lane to increase traffic flow. On-street parking was offered in another previous option to respond to the future demand for parking in the area due to nearby high-density housing and the light rail station. The Recommended Option seeks to balance these needs by providing on-street parking on the westside of the street and addressing traffic turning movements at intersections rather than having a continuous center turn lane.
 - Brings amenity zones and sidewalks up to City standards.
 - Adds an eight-foot flex zone to the westside pedestrian zone to accommodate more plants and street furnishings adjacent to future density (zoned MUR-70').

NE 180th Street

- Segment E - 10th Avenue NE to 15th Avenue NE



- Recommended Option for this segment is a two-lane section (two travel lanes) with enhanced bike lanes, amenity zones, and sidewalks.
 - Fits within the 60-foot ROW. The study team developed the Recommended Option that could dovetail with recent redevelopment on this street segment, which led to balancing what could be offered within a 60-foot ROW. The Recommended Option prioritizes creating room for multimodal travel over providing on-street parking, which would have provided limited spaces due to the parking setbacks from driveways and intersections along this five-block segment.
 - Supports frequent transit service with 11-foot wide lanes.
 - Provides a buffer for cyclists on the uphill side and a six-foot bike lane (wider than standard) on the downhill side.
 - Provides amenity zones and sidewalks on both sides of the street.

RECOMMENDED OPTION ANALYSIS

The study team developed the Recommended Option based on Council's input heard during the March 25, 2019 Council Meeting and community and stakeholder feedback received during the spring outreach series (see Stakeholder Outreach section in this staff report for more details). The team looked at how forward-compatible the Recommended Option is with 185th Street Station Subarea zoning, City plans, King

County Metro and Community Transit future service plans, and utility providers and emergency responder service needs. The team also evaluated environmental and community benefits and potential impacts. The study team will continue to analyze potential benefits and impacts as well as overall project costs during the refinement of the Council-selected Preferred Option (see Next Steps in this report for more details).

Evaluation Criteria

During winter 2019, the team developed a set of draft criteria (see Attachment D) to evaluate how well each draft mid-block cross section option benefited pedestrians, bicyclists, transit operators and riders, and motorists; as well as overall environmental and community benefits; high-level ROW impacts and construction costs.

During the spring outreach series, the team shared the preliminary evaluation analysis of draft mid-block cross section options with the community and stakeholders, so they could compare the benefits and tradeoffs of each draft options.

Comparative Analysis of Options

The study team used the results of preliminary evaluation analysis as well as public and stakeholder feedback to develop the best of the best hybrid option referred to as the Recommended Option. See Attachment E for a comparative analysis of the previous options and the Recommended Option using the evaluation criteria.

Transit Speed and Reliability

The expected opening of the future Shoreline North/185th Station in 2024 has been the impetus for planning efforts to optimize bus connections to and from the light rail station. King County Metro's (Metro) long-range plan envisions both local and frequent service connections to/from the Shoreline North/185th Station. In addition, Metro is considering a frequent service route (a bus every 15 minutes or less) from the Shoreline North/185th Station east to 10th Avenue NE to NE 180th Street to North City Business District and beyond to Lake Forest Park. Community Transit (CT) is planning an extension of its Swift blue line (Bus Rapid Transit [BRT] line) that would make frequent connections (a bus every 8 minutes or less) to/from the Shoreline North/185th Station.

The Recommended Option supports future frequent transit service by proposing corridor improvements that would optimize the speed and reliability of transit service, as well as strengthen pedestrian and bicycle access to/from transit stops.

During the spring outreach series, the team met with Metro and CT representatives to get their feedback on the draft options and again to discuss the Recommended Option. Overall, the Transit agency representatives responded positively to the Recommended Option. They expressed a strong preference for dedicated BAT lanes on N/NE 185th Street to support frequent bus service and appreciated the off-street bike lanes on N/NE 185th Street and the buffered bike lanes on 10th Avenue NE and NE 180th Street. They reiterated the need to provide a minimum of 11-foot wide lanes for buses (12-foot wide is optimal), accommodate bus turning movements at intersections, allow adequate room for future bus stops, and to particularly study the roadway grade of NE 180th Street to assure the design provides adequate clearance between the pavement and the underside of the buses.

Traffic Impact

Concurrency is one of the goals of the Growth Management Act and refers to the timely provision of public facilities and services relative to the demand for them. To maintain concurrency requires adequate public facilities are in place to serve new development as it occurs or within a specified time period.

The March 25, 2019 staff report discussed the City of Shoreline's adopted traffic LOS (level of service) for measuring traffic concurrency and provided general-purpose traffic V/C (volume to capacity) ratios (which compares roadway demand or general-purpose vehicle volumes to roadway supply or carrying capacity) for each of the 185th MCS segment options. For reference, a V/C of 1.0 indicates the roadway facility is operating at its capacity. A V/C of 0.9 is generally considered an appropriate threshold and greater than 1.0 would indicate "over-capacity", which would materialize as slower travel times for drivers.

Below are the general-purpose traffic V/C ratio outcomes for each of the Recommended Option segments. It should be noted that the V/C ratios indicate peak hour travel. Please note that these are preliminary projections of how well general-purpose traffic will flow through the individual street segments without yet looking at the performance of the corridor's intersections, which may affect results. During the corridor concept refinement period, the study team will analyze the LOS of preliminary intersection designs and update the results.

N/NE 185th Street

- Segment A
 - There are no roadway changes proposed for this segment because the current lane configuration meets the City's LOS for the Future No Build condition for year 2035.
- Segment B
 - The Recommended Option will result in a 1.92 V/C ratio for general-purpose traffic that far exceeds the City's current LOS standard for this segment. However, it is important to note that N/NE 185th Street Recommended Option provides dedicated BAT lanes that are an essential component of fast and reliable transit service. The roadway segment V/C ratio assumes standard trip generation methods associated with the type of redevelopment anticipated within the 185th Street Station Subarea. As such, there is an assumption of high vehicle use and dependency; however, this can and likely will shift over time, especially if walking, biking, or riding the bus becomes more economical and efficient than driving alone. This would occur if vehicular LOS is deprioritized, by lowering the 185th Street Corridor's LOS standard and allowing increased general-purpose traffic delays and congestion. In combination with the presence of safe, connected, and easy to use bike and pedestrian facilities, and the availability of reliable and frequent transit service, mode shift would be incentivized, thereby reducing traffic demand on the corridor over time.
 - If this corridor is to function as a multimodal corridor, the concession of lowering the City's LOS for N/NE 185th Street may be necessary. It should

be noted that none of the options studied would meet the City's LOS. Creating an option that would meet the City's current V/C ratio would require a greater than 5-lane roadway configuration for general-purpose vehicles that would compromise the safety, access, and mobility of pedestrians, bicyclists, and reliable transit; and have a much larger roadway footprint than is economically feasible.

- If Council ultimately adopts 185th MCS with this Recommended Option (i.e. 4-lane roadway configuration), a follow up action would need to be taken to set a specific LOS for N/NE 185th Street in the City's Comprehensive Plan.
- Segment C
 - The 185th MCS does not propose changes to ST's planned project improvements. The general-purpose traffic LOS is likely to drop below standards in future years. It is worth noting that ST's Environmental Impact Statement (EIS) concluded prior to the adoption of the 185th Street Station Subarea rezone. As such, ST's analysis did not include Subarea growth in the project analysis and their project was not required to mitigate for the additional growth. With their improvements, vehicle level of service is likely to drop below standards in future years.

10th Avenue NE

- Segment D
 - The Recommended Option will result in a 1.12 V/C ratio for general-purpose traffic that exceeds the City's current LOS standard for this segment.
 - Although traffic volumes on 10th Avenue NE are significantly less than N/NE 185th Street, a center turn lane would be needed to bring the V/C ratio within the City's current standard. One of the previous options looked at adding a center turn lane to increase traffic flow to a 0.93 V/C ratio. The Recommended Option seeks to balance the competing spatial demands for on-street parking and traffic flow by addressing traffic turning movements at intersections rather than having a continuous center turn lane. Once the Council has selected a Preferred Option the team will develop and analyze intersection design options that will work with the Council-selected Preferred Option's mid-block cross sections and will return to Council with an updated LOS for 10th Avenue NE.
 - If Council ultimately adopts 185th MCS with this Recommended Option (i.e. 2-lane roadway configuration), a follow up action may be needed to set a new, specific LOS for 10th Ave NE in the City's Comprehensive Plan.

NE 180th Street

- Segment E
 - The Recommended Option's two-lane roadway configuration meets City's current LOS standard with a V/C ratio of 0.61.

NEXT STEPS

Once Council has selected a Preferred Option, the study team will develop the 185th MCS Report that will include a refined corridor plan, intersection design analysis, ROW needs, utility coordination, SEPA checklist, conceptual design guidelines, cost estimate, project delivery approach, and funding strategy (see below for task descriptions). Ultimately, staff will return to Council in fall 2019 with the finalized 185th MCS Report for Council adoption.

Refined Corridor Plan

Refined roadway channelization plan of the Preferred Option will establish a vision for how all multimodal facilities (i.e. pedestrian, bike, vehicle, and transit), landscaping, and placemaking fit cohesively together.

Intersection Design Analysis

While the Recommended Option's four-lane section offers N/NE 185th Street clear multimodal benefits, one of the tradeoffs is the elimination of the center turn lane, which currently facilitates vehicular turns to and from the corridors to/from driveways and side streets. As such, in the future as the corridor develops, access restrictions and consolidations will likely be necessary. Given this, attention to intersections and specifically how intersections can accommodate U-turn movements will be an important consideration.

To frame the upcoming analysis of intersection design options, the study team prepared an example footprint comparison (see Attachment F) of a standard signalized intersection versus a 2-lane roundabout. The comparison begins to show differences in benefits and impacts of the two types of intersection designs. Once Council has selected the Preferred Option, the team will conduct a comparative analysis of intersection design options for the major intersections along the corridor and return to Council in fall 2019 with the findings in the 185th MCS Report.

ROW Needs

Preliminary analysis of ROW requirements based on the anticipated impacts of the Preferred Option on existing property lines and vehicular access.

Utility and Public Service Coordination

The study team will continue to coordinate with utility and public service providers (i.e. Seattle City Light (SCL), Seattle Public Utilities, North City Water District, Ronald Wastewater District, Telecommunication providers, Recology, Shoreline Police Department, and Shoreline Fire Department) on the Preferred Option's impacts and opportunities for utility and public service providers.

Undergrounding Overhead Power and Communication Facilities Along N/NE 185th Street

As discussed in Segment B, the Recommended Option includes undergrounding of overhead utilities. This is aligned with SMC Chapter 13.20 (<https://www.codepublishing.com/WA/Shoreline/#!/html/Shoreline13/Shoreline1320.html>), which provides policy intention to require undergrounding with capital projects. However, there are challenges with this related to costs for undergrounding, lack of funding for a capital project and difficulties in coordinating with development.

The alternative to undergrounding would be to continue with overhead power located within the amenity and/or flex zone of the Recommended Option. Staff seek input from Council on proceeding with the assumption to underground power and communication facilities in developing the final report including developing cost estimates and incorporating into the project delivery approach and funding strategy.

The City is working in collaboration with SCL on the following action items:

- Identify impacts to development and the City ROW
- Identify possible short-term and long-term solutions
- Assess possible solutions effect on the Recommended Option
- Assess associated costs and benefits of possible solutions

SEPA Checklist

High-level environmental analysis document (assume SEPA non-project checklist) will outline the evaluation of the Preferred Option.

Conceptual Design Guidelines

Conceptual design guidelines for the corridor that will describe streetscape elements such as street furniture and landscaping for each street segment of the Preferred Option. A brief description of streetscape elements will accompany example images.

Cost Estimate

Planning-level cost estimates and high-level risk assessment for the Preferred Option by segment will include design, environmental review, right-of-way acquisition, and construction costs.

Project Delivery Approach

A project delivery approach will look at implementing the corridor vision in logical and strategic project phases to identify potential low hanging fruit or pilot projects and to leverage other City capital projects and potential agency partnership projects.

Funding Strategy

A funding strategy will identify potential local, state, and federal funding opportunities for implementing the Preferred Option.

RESOURCE/FINANCIAL IMPACT

This study has a total budget of \$533,275 from the City of Shoreline (City) Roads Capital Fund. There is no additional financial impact associated with continued work to complete this study.

There is no immediate financial impact associated with Council's selection of the Preferred Option.

COUNCIL GOAL(S) ADDRESSED

The 185th MCS directly supports two of the 2018-2020 City Council Goals:

- *Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.*
 - Currently, the 185th Street Corridor inadequately supports non-motorized travel and requires improvements to effectively serve all travel modes in the future.
- *Goal 3: Continue preparation for regional mass transit in Shoreline.*
 - The 185th MCS will identify multimodal transportation improvements necessary to support growth associated with the 185th Street Station Subarea Plan and the Shoreline North/185th Station.

POLICY ISSUES

In considering guidance to the staff on moving into next steps on the 185th MCS, staff are interested in feedback on the following policy issues:

- Modifications to the Recommended Option to be explored in further work.
- Selection of the Recommended Option as the Preferred Option for the 185th MCS.
- Input on setting a specific LOS for N/NE 185th Street and 10th Ave NE in the City's Comprehensive Plan Amendment Docket process for the Preferred Option.
- Input on proceeding with the assumption to include underground power and communication facilities in the development of the Preferred Option.

RECOMMENDATION

Staff recommends that Council select the Recommended Option as the Preferred Option for the 185th MCS in order for the study team to refine the corridor concept, develop a project delivery approach and funding strategy; and return to Council in fall 2019 with the 185th MCS Report for Council discussion and adoption.

ATTACHMENTS

Attachment A: Draft Roadway Options and Evaluation Analysis

Attachment B: Outreach Series 2 Summary

Attachment C: Recommended Option's Cross Sections

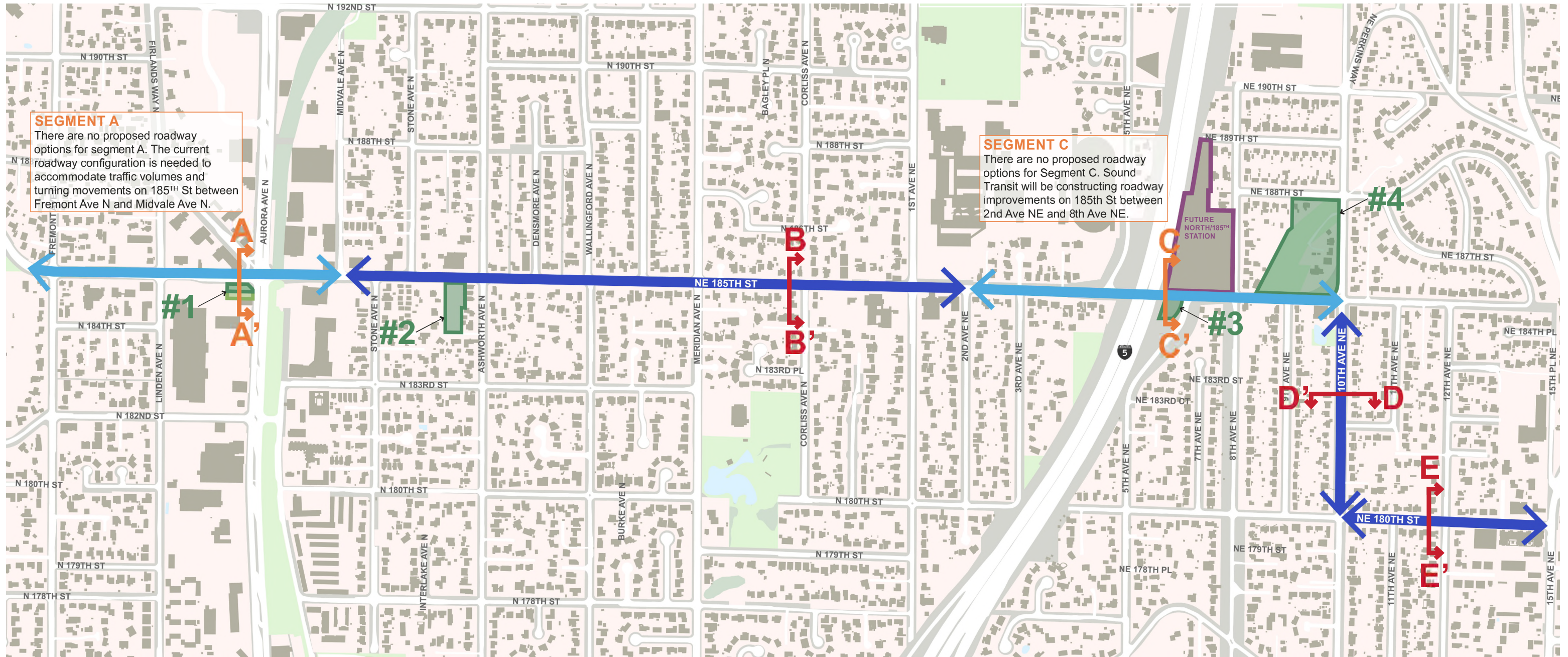
Attachment D: Draft Evaluation Criteria

Attachment E: Comparative Analysis of Options

Attachment F: Example Footprint Comparison of Standard Intersection vs. Roundabout

STREET SECTIONS AND COMMUNITY GATHERING PLACES LOCATOR KEY PLAN

Draft Roadway Options and Evaluation Analysis



SEGMENT A
There are no proposed roadway options for segment A. The current roadway configuration is needed to accommodate traffic volumes and turning movements on 185th St between Fremont Ave N and Midvale Ave N.

SEGMENT C
There are no proposed roadway options for Segment C. Sound Transit will be constructing roadway improvements on 185th St between 2nd Ave NE and 8th Ave NE.

**WE'RE LOOKING FOR YOUR FEEDBACK!
SEE WORKSHEET TO GIVE YOUR INPUT ON:**

 STREET SEGMENTS B, D, AND E - DRAFT ROADWAY OPTIONS

 POTENTIAL COMMUNITY GATHERING PLACES #1, 2, 3, AND 4

INFORMATION ONLY:

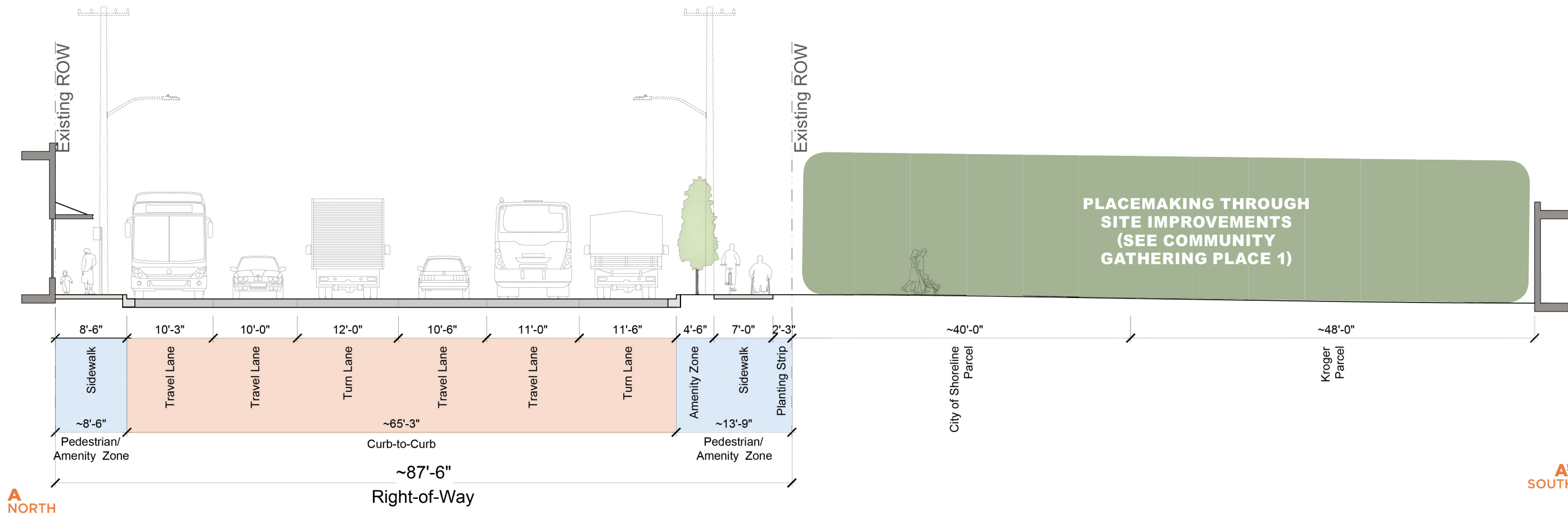
 STREET SEGMENTS A AND C - NO PROPOSED OPTIONS

TERMS:
ROW - RIGHT-OF-WAY
BAT LANE - BUSINESS ACCESS AND TRANSIT LANES
BIOSWALE - LANDSCAPE ELEMENT THAT REMOVES DEBRIS AND POLLUTION FROM STORMWATER RUNOFF



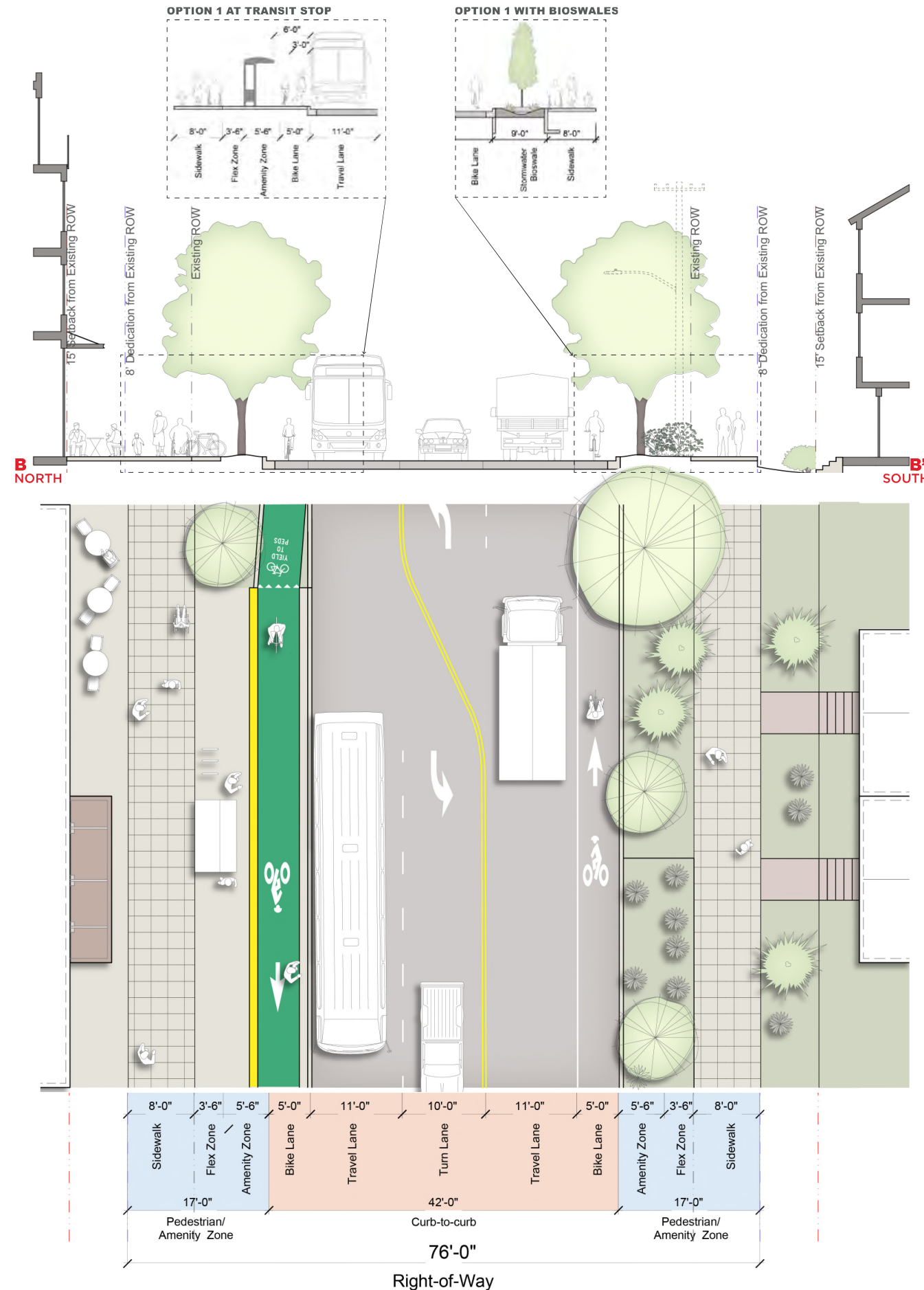
185TH STREET - A-A'

INFORMATION ONLY, NO PROPOSED OPTIONS FOR THIS SEGMENT



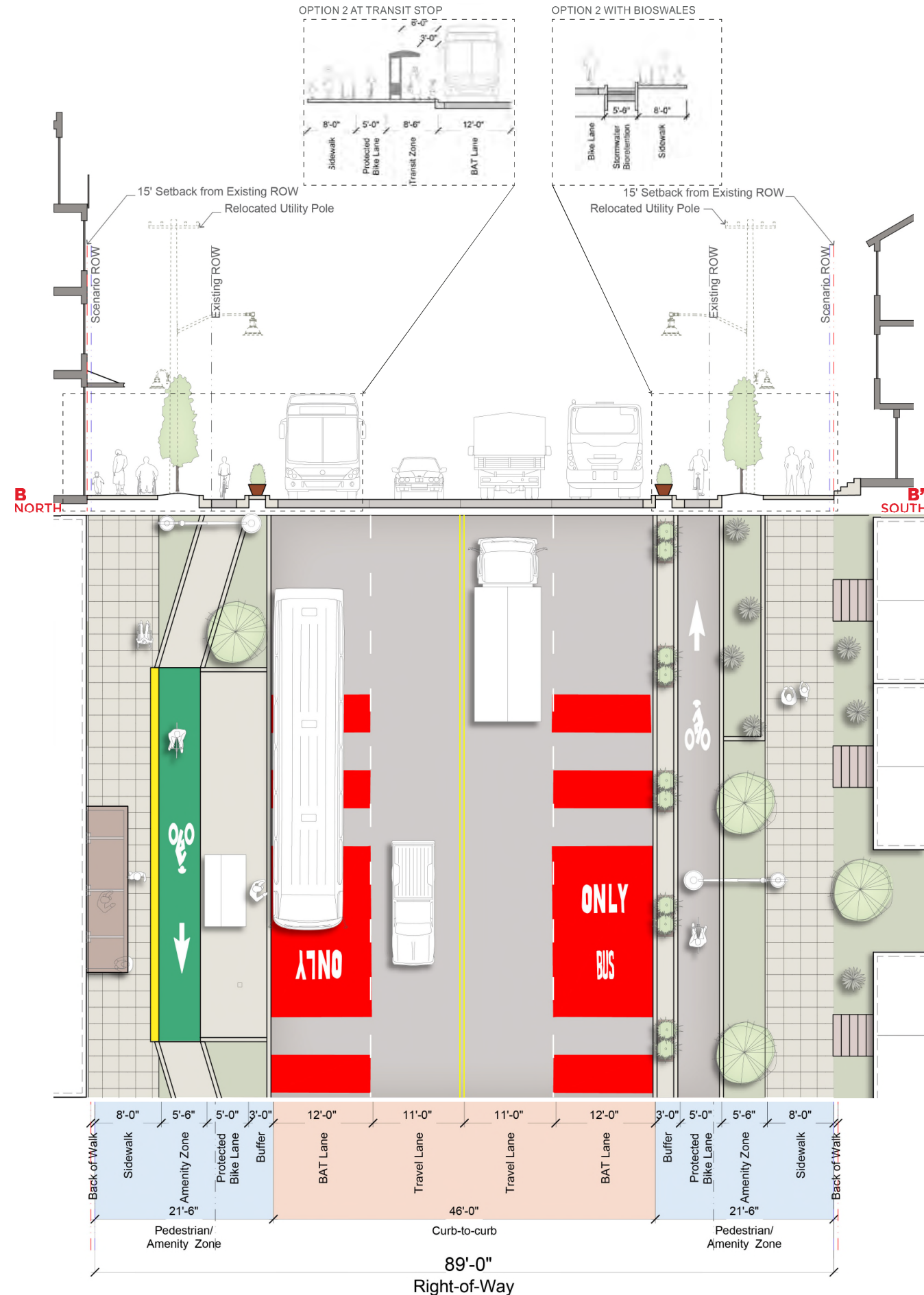
There are no proposed roadway options for segment A. The current roadway configuration is needed to accommodate traffic volumes and turning movements on 185TH St between Fremont Ave N and Midvale Ave N.

185TH STREET - B-B' OPTION 1 - THREE VEHICULAR LANES INCLUDING TURN LANE, AND BIKE LANES



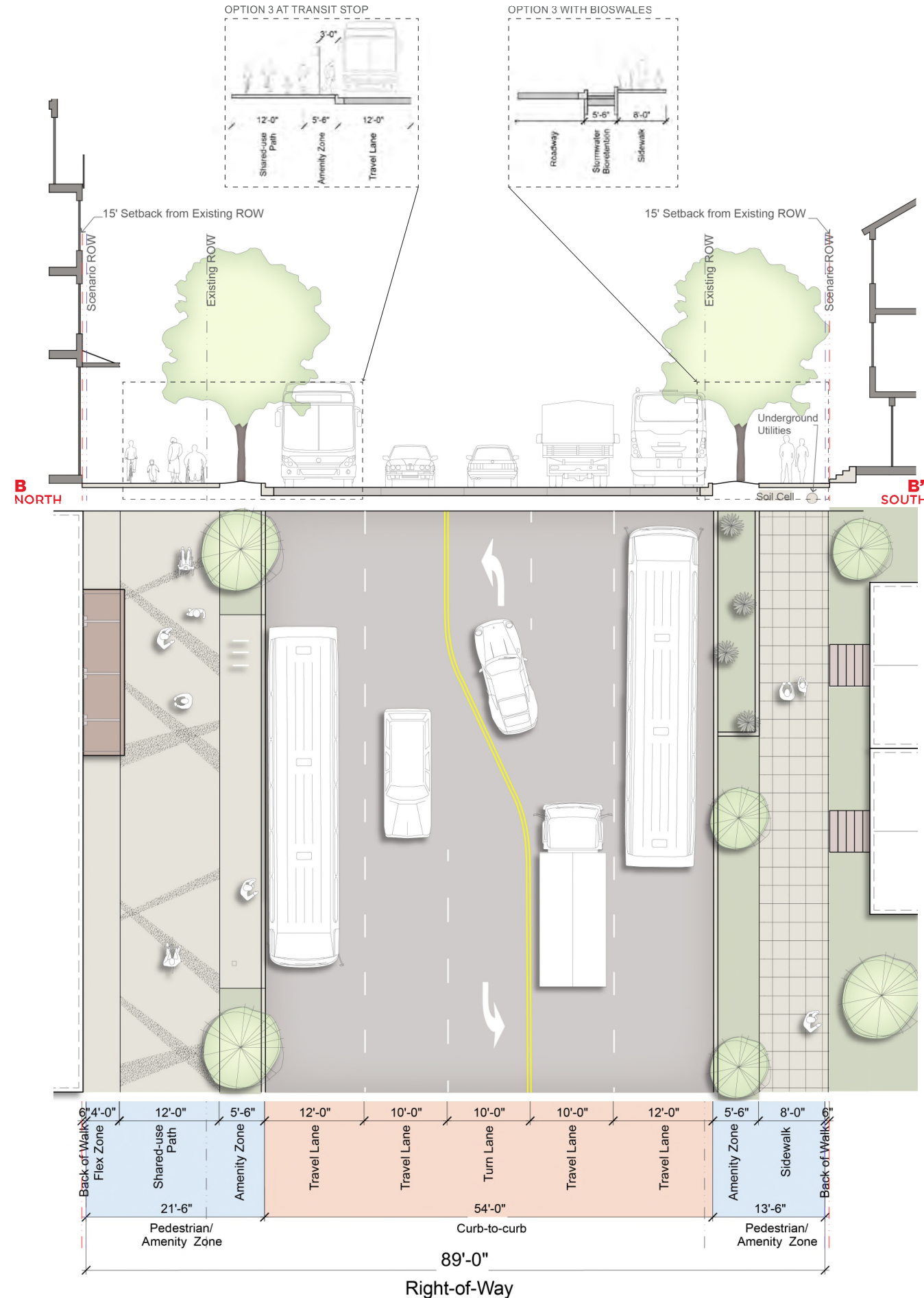
	BENEFIT MEASURE	BENEFIT MEASURE					DESCRIPTION	DISTINCTION
		LOW	MED-LOW	MED	MED-HIGH	HIGH		
PEDESTRIAN	PEDESTRIAN SAFETY	[High Benefit]					<ul style="list-style-type: none"> 42' street crossing 3.5' flex zone + 5.5' amenity zones 	<ul style="list-style-type: none"> Existing & Option 1 have narrow street crossing Flex zone + amenity zone provides best separation from vehicles
	PEDESTRIAN MOBILITY	[High Benefit]					<ul style="list-style-type: none"> 8' sidewalks 	<ul style="list-style-type: none"> 8' sidewalk meets City's standard
BICYCLE	BICYCLIST SAFETY	[Medium-High Benefit]					<ul style="list-style-type: none"> 5' bike lanes 	<ul style="list-style-type: none"> Minimal separation from vehicles Intersection improvements would enhance safety
	BICYCLIST MOBILITY	[Medium-High Benefit]					<ul style="list-style-type: none"> Pair of bike lanes for east/west travel 	<ul style="list-style-type: none"> Potential to enhance connections to Interurban Trail and surrounding streets
TRAFFIC	DRIVER SAFETY	[Medium-High Benefit]					<ul style="list-style-type: none"> Narrow street slows down drivers Center turn lane provided 	<ul style="list-style-type: none"> Turn pockets keep left turning vehicles out of travel lanes
	TRAFFIC FLOW	[Medium-High Benefit]					<ul style="list-style-type: none"> One general purpose lane in each direction 	<ul style="list-style-type: none"> Traffic Level of Service will fall by 2035
	PARKING	[Low Benefit]					<ul style="list-style-type: none"> No parking in this segment 	<ul style="list-style-type: none"> No room for parking
TRANSIT	TRANSIT SPEED AND RELIABILITY	[Medium-High Benefit]					<ul style="list-style-type: none"> Buses and cars share the same 11' lane 	<ul style="list-style-type: none"> No dedicated bus lanes
LIVABILITY	ENVIRONMENT	[Medium-High Benefit]					<ul style="list-style-type: none"> 3.5' flex zone provides room for more plantings 	<ul style="list-style-type: none"> Opportunity to assess preserving healthy existing trees
	PLACEMAKING OPPORTUNITY	[High Benefit]					<ul style="list-style-type: none"> 3.5' flex zone provides room for placemaking 	<ul style="list-style-type: none"> Greatest room for placemaking
	MODE SHIFT	[Medium-High Benefit]					<ul style="list-style-type: none"> Good spread of multimodal options, but doesn't support frequent transit service 	<ul style="list-style-type: none"> Encourages medium mode shift
COST	ROW IMPACT	[High Benefit]					<ul style="list-style-type: none"> Minimal impacts 	<ul style="list-style-type: none"> Keeps existing curb lines
	EASE OF IMPLEMENTATION	[High Benefit]					<ul style="list-style-type: none"> Easy to implement 	<ul style="list-style-type: none"> Roadway option dovetails with bridge's roadway configuration
	CAPITAL COST	[Medium-High Benefit]					-	<ul style="list-style-type: none"> Least expensive

185TH STREET - B-B' OPTION 2 - FOUR VEHICULAR LANES INCLUDING BAT LANES, AND PROTECTED BIKE LANES



	BENEFIT MEASURE	BENEFIT MEASURE					DESCRIPTION	DISTINCTION
		LOW	MED-LOW	MED	MED-HIGH	HIGH		
PEDESTRIAN	PEDESTRIAN SAFETY	Med-Low	Med	Med-High	High	• 45' street crossing • 5.5' amenity zones	• Medium wide street crossing • Amenity zone provides good separation from vehicles	
	PEDESTRIAN MOBILITY	Med	Med-High	High		• 8' sidewalks	• 8' sidewalk meets City's standard	
BICYCLE	BICYCLIST SAFETY	High	High	High		• 5' protected bike lanes with 3' buffer	• Greatest separation from vehicles and pedestrians • Intersections improvements would enhance safety	
	BICYCLIST MOBILITY	High	High	High		• Pair of protected bike lanes	• Easy to connect to Interurban Trail and surrounding streets	
TRAFFIC	DRIVER SAFETY	Med-Low	Med	Med-High		• No turn lanes	• Good mode separation • Conflict between left turning vehicles and through vehicles	
	TRAFFIC FLOW	Low	Med-Low	Med		• One general purpose lane in each direction	• Traffic Level of Service will fall by 2035, but BAT lanes will provide additional capacity	
	PARKING	Med-Low	Med	Med-High		• Option for parking at non-peak times	• BAT lanes could support parking during non-peak times	
TRANSIT	TRANSIT SPEED AND RELIABILITY	High	High	High		• 12' Dedicated BAT lanes	• Supports frequent bus service	
LIVABILITY	ENVIRONMENT	Med-Low	Med	Med-High		• Amenity zones provide room for new trees and plantings	• New trees would need to be smaller in stature to avoid conflicts with above ground utility poles • Option 2 & 3 offer the potential to preserve existing trees on the north side	
	PLACEMAKING OPPORTUNITY	Med-Low	Med	Med-High		• Potential placemaking opportunities in planters, paving patterns, banners, and amenity zones	• Some room for placemaking	
	MODE SHIFT	High	High	High		• Best spread of multimodal options, including frequent transit service	• Encourages highest mode shift	
COST	ROW IMPACT	Low	Med-Low	Med		• High impacts	• Option 2 or 3 have similar right-of-way impacts	
	EASE OF IMPLEMENTATION	Med-Low	Med	Med-High		• Moderately easy to implement	• Can be transitioned to bridge's roadway configuration	
	CAPITAL COST	Low	Med-Low	Med		-	• Most expensive	

185TH STREET - B-B' OPTION 3 - FIVE VEHICULAR LANES INCLUDING TURN LANE, AND SHARED USE PATH



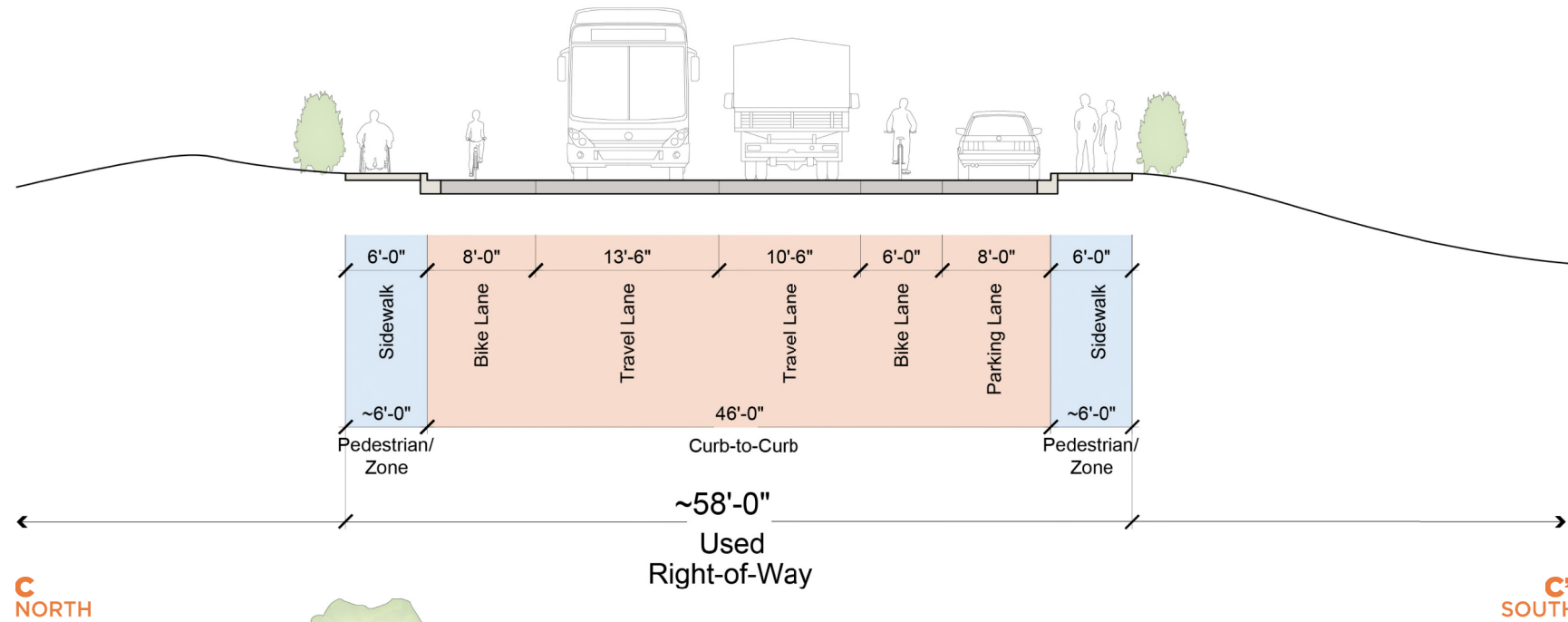
		BENEFIT MEASURE					DESCRIPTION	DISTINCTION
		LOW	MED-LOW	MED	MED-HIGH	HIGH		
PEDESTRIAN	PEDESTRIAN SAFETY	MED			HIGH		<ul style="list-style-type: none"> 54' street crossing 5.5' amenity zones 	<ul style="list-style-type: none"> Widest street crossing High separation from vehicles, but must share path with bicyclists
	PEDESTRIAN MOBILITY	MED			HIGH		<ul style="list-style-type: none"> 12' shared-use path on north side 8' sidewalk on south side 	<ul style="list-style-type: none"> 12' shared use path meets AASHTO standards 8' sidewalk meets City's standard
BICYCLE	BICYCLIST SAFETY	MED			HIGH		<ul style="list-style-type: none"> 12' shared-use path on north side 	<ul style="list-style-type: none"> High separation from vehicles, but must share path with pedestrians Intersections improvements would enhance safety
	BICYCLIST MOBILITY	MED			HIGH		<ul style="list-style-type: none"> East/west bike trips are both accommodated on shared-use path on north side 	<ul style="list-style-type: none"> Harder to transition from shared-use path to surrounding street network
TRAFFIC	DRIVER SAFETY	HIGH					<ul style="list-style-type: none"> Center turn lane provided 	<ul style="list-style-type: none"> Autos and buses share the same lane Turn pockets keep left turning vehicles out of travel lanes
	TRAFFIC FLOW	HIGH					<ul style="list-style-type: none"> Two general purpose lanes in each direction Center turn lane reduces traffic back-ups 	<ul style="list-style-type: none"> Traffic Level of Service will borderline fail by 2035 Provides greatest capacity and lowest delay
	PARKING	MED			HIGH		<ul style="list-style-type: none"> Option for parking during non-peak times 	<ul style="list-style-type: none"> Curb lanes could support parking during non-peak times
TRANSIT	TRANSIT SPEED AND RELIABILITY	MED			HIGH		<ul style="list-style-type: none"> Buses and cars share the 12' curb lanes 	<ul style="list-style-type: none"> No dedicated bus lane
LIVABILITY	ENVIRONMENT	MED			HIGH		<ul style="list-style-type: none"> Amenity zone provides room for new trees and plantings 	<ul style="list-style-type: none"> Potential new larger canopy trees, if utilities are underground Option 2 & 3 offer the potential to preserve existing trees on the north side
	PLACEMAKING OPPORTUNITY	LOW	MED				<ul style="list-style-type: none"> Potential placemaking opportunities in paving patterns, banners, and amenity zones 	<ul style="list-style-type: none"> Least room for placemaking
	MODE SHIFT	LOW	MED				<ul style="list-style-type: none"> Encourages some mode shift 	<ul style="list-style-type: none"> Accommodates motor vehicle trips
COST	ROW IMPACT	LOW	MED				<ul style="list-style-type: none"> High impacts 	<ul style="list-style-type: none"> Option 2 or 3 have similar right-of-way impacts
	EASE OF IMPLEMENTATION	LOW	MED				<ul style="list-style-type: none"> Difficult to transition 	<ul style="list-style-type: none"> Hardest to transition to bridge's roadway configuration
	CAPITAL COST	LOW	MED				<ul style="list-style-type: none"> If undergrounding utilities were selected, this would be the most expensive option 	<ul style="list-style-type: none"> Moderately expensive



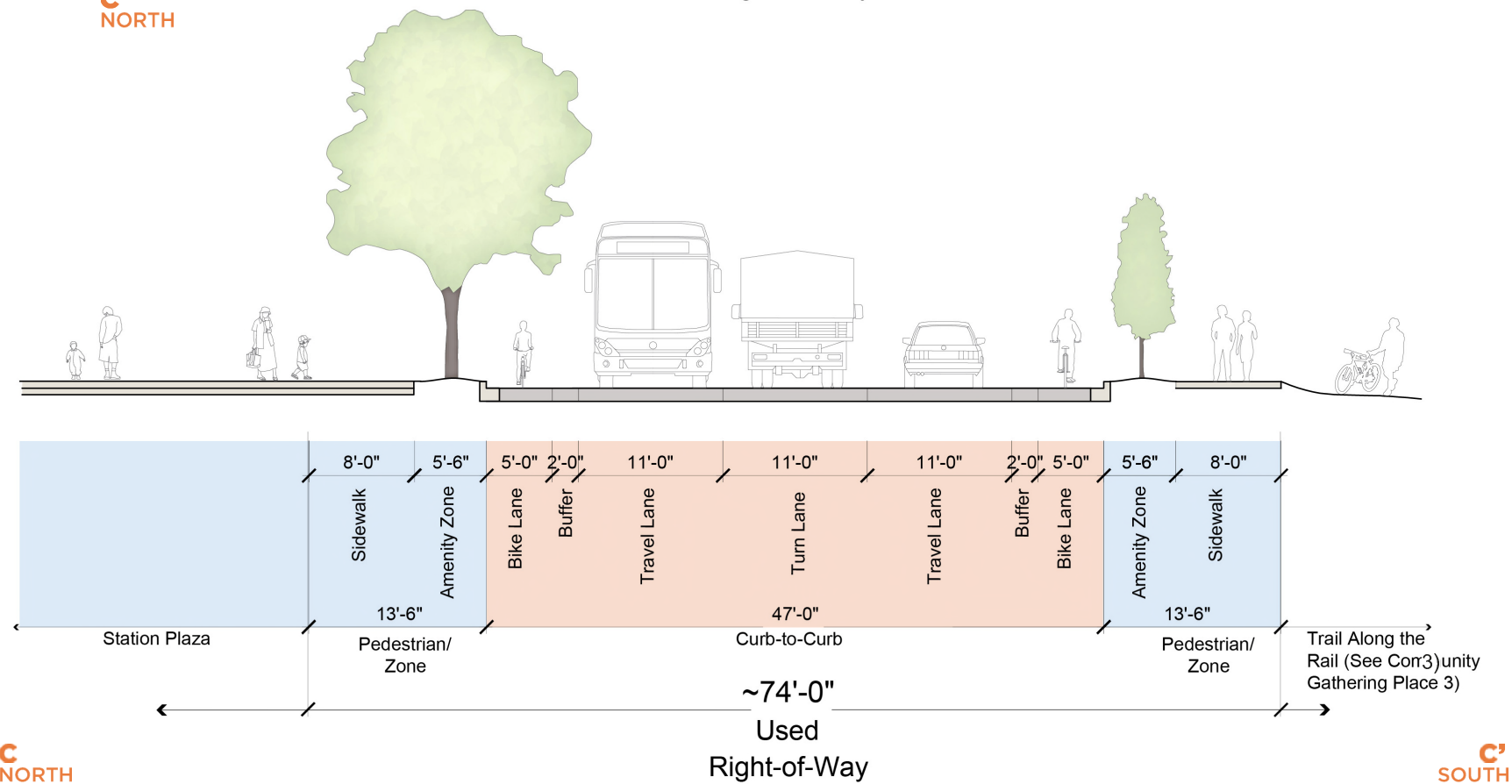
185TH STREET - C-C'

INFORMATION ONLY, NO PROPOSED OPTIONS FOR THIS SEGMENT

EXISTING



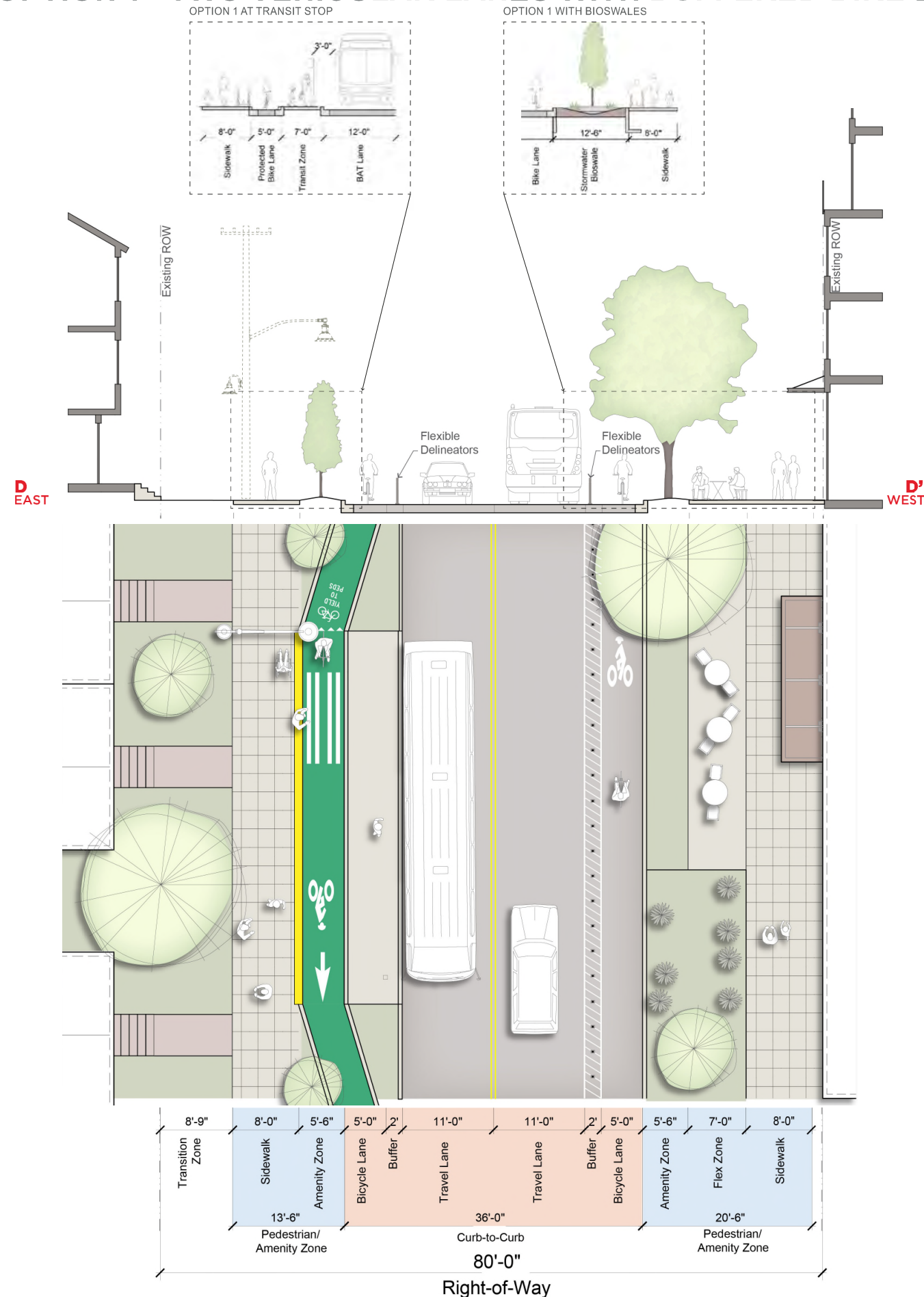
FUTURE CONDITIONS



There are no proposed roadway options for Segment C. Sound Transit will be constructing roadway improvements on 185th St between 2ND Ave NE and 8TH Ave NE.

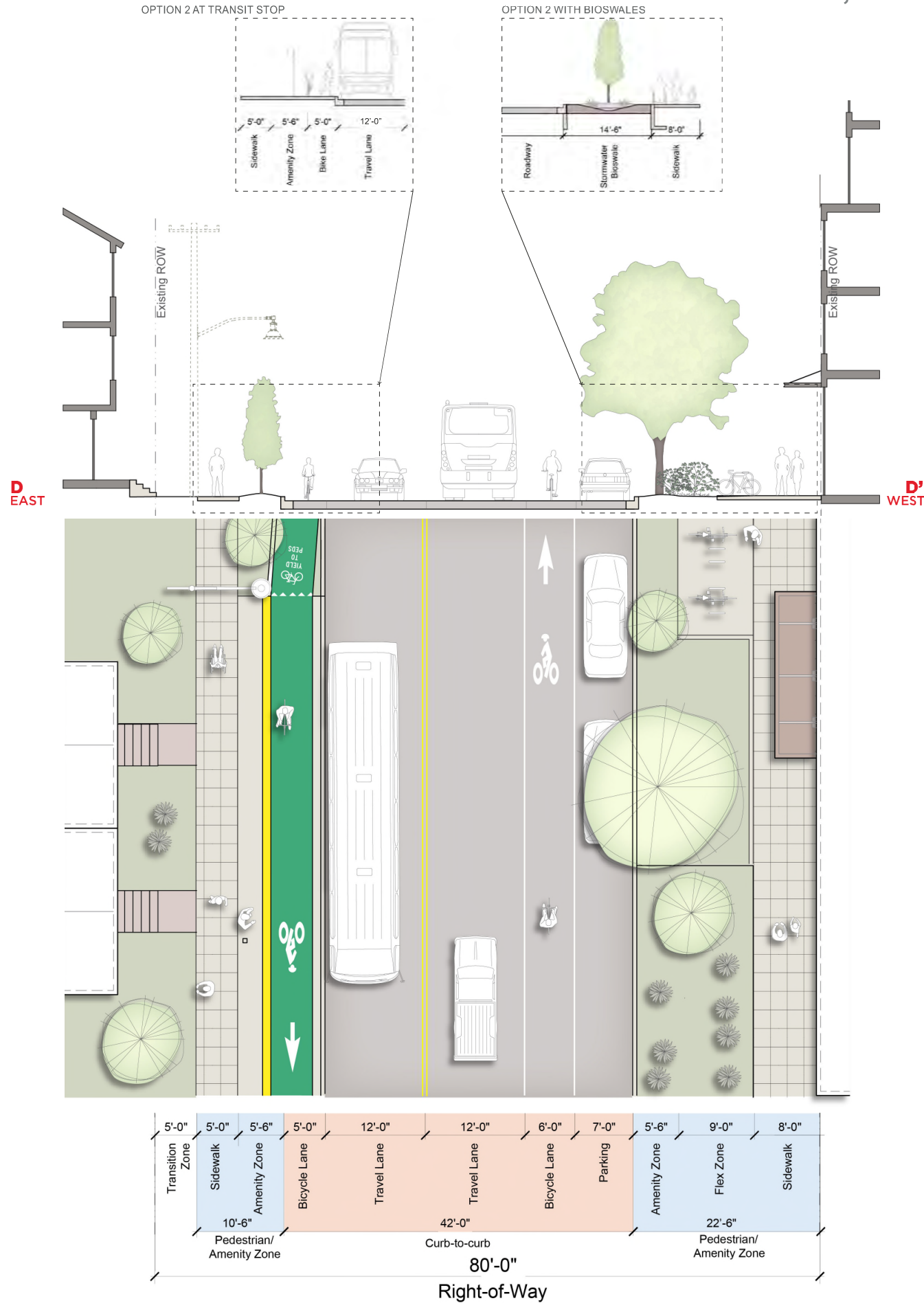
10TH AVENUE - D-D'

OPTION 1 - TWO VEHICULAR LANES WITH BUFFERED BIKE LANES



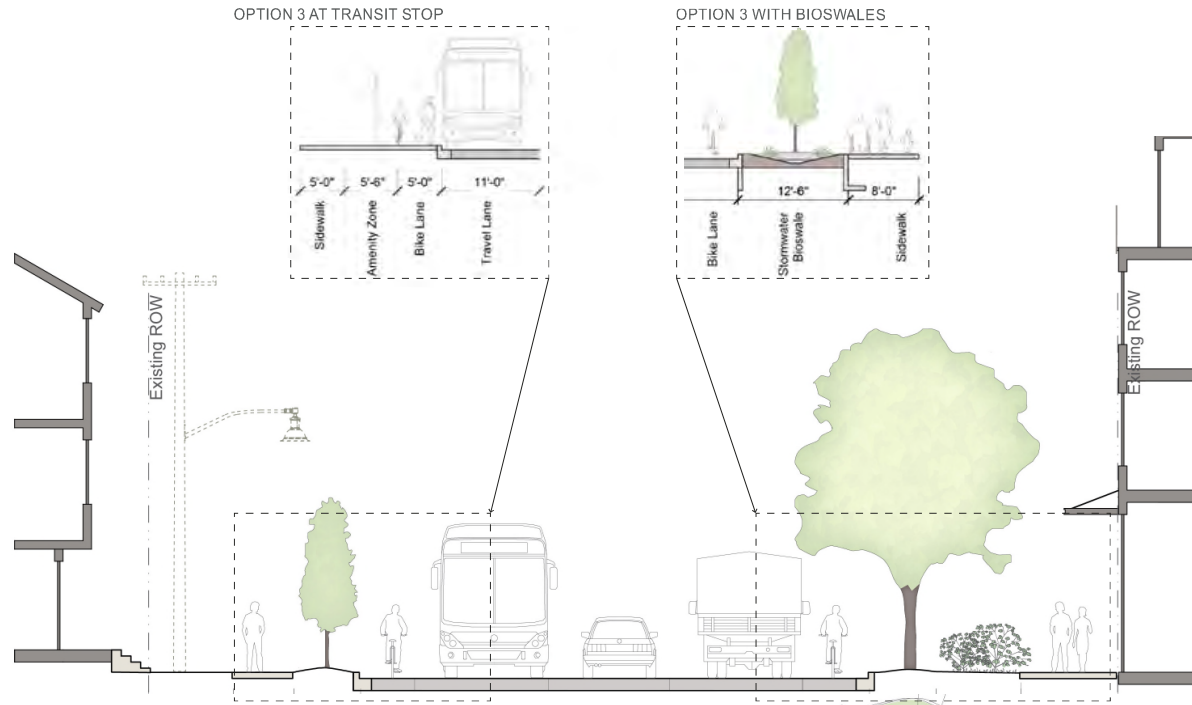
		BENEFIT MEASURE					DESCRIPTION	DISTINCTION
		LOW	MED-LOW	MED	MED-HIGH	HIGH		
PEDESTRIAN	PEDESTRIAN SAFETY	[Green]					<ul style="list-style-type: none"> 36' street crossing 5.5' amenity zone on both sides plus 7' flex zone on west side 	<ul style="list-style-type: none"> Medium wide street crossing Amenity zone provides good separation from vehicles
	PEDESTRIAN MOBILITY	[Green]					<ul style="list-style-type: none"> 8' sidewalks 	<ul style="list-style-type: none"> 8' sidewalk meets City's standard
BICYCLE	BICYCLIST SAFETY	[Green]					<ul style="list-style-type: none"> 5' bike lanes with 2' buffer 	<ul style="list-style-type: none"> Greatest separation from vehicles and pedestrians
	BICYCLIST MOBILITY	[Green]					<ul style="list-style-type: none"> Pair of buffered bike lanes 	<ul style="list-style-type: none"> Easy to connect to surrounding streets
TRAFFIC	DRIVER SAFETY	[Yellow]					<ul style="list-style-type: none"> No turn lanes 	<ul style="list-style-type: none"> Autos and buses share the same lane
	TRAFFIC FLOW	[Green]					<ul style="list-style-type: none"> One general purpose lane in each direction 	<ul style="list-style-type: none"> Traffic Level of Service will fall by 2035
	PARKING	[Red]	[Green]				<ul style="list-style-type: none"> No parking 	-
TRANSIT	TRANSIT SPEED AND RELIABILITY	[Green]					<ul style="list-style-type: none"> 11' lanes shared by transit and autos 	<ul style="list-style-type: none"> No dedicated bus lanes
LIVABILITY	ENVIRONMENT	[Green]					<ul style="list-style-type: none"> Amenity zones provide room for new trees and plantings 	<ul style="list-style-type: none"> Least amount of new paving
	PLACEMAKING OPPORTUNITY	[Green]					<ul style="list-style-type: none"> 7' flex zone and ~8' transition zone provides room for placemaking 	<ul style="list-style-type: none"> Option 1 and 2 provide generous room for placemaking
	MODE SHIFT	[Green]					<ul style="list-style-type: none"> Good spread of multimodal options, including frequent transit service 	<ul style="list-style-type: none"> Encourages moderate mode shift
COST	ROW IMPACT	[Green]					<ul style="list-style-type: none"> Low impacts 	<ul style="list-style-type: none"> All options have similar right-of-way impacts
	EASE OF IMPLEMENTATION	[Green]					<ul style="list-style-type: none"> Easy to transition 	-
	CAPITAL COST	[Green]					-	<ul style="list-style-type: none"> Least expensive

10TH AVENUE - D-D' OPTION 2 - TWO VEHICULAR LANES WITH BIKE LANES, AND PARKING



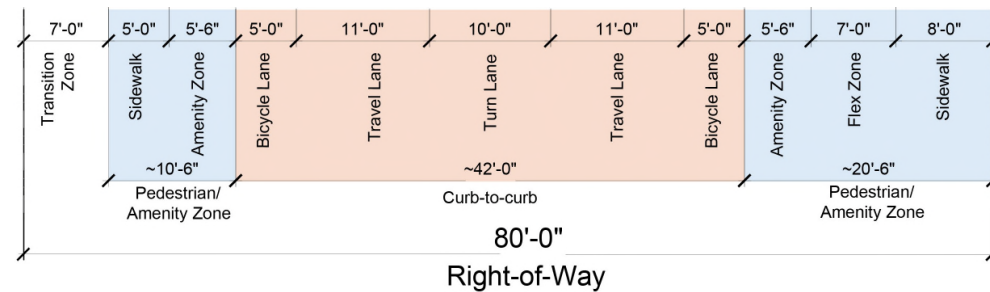
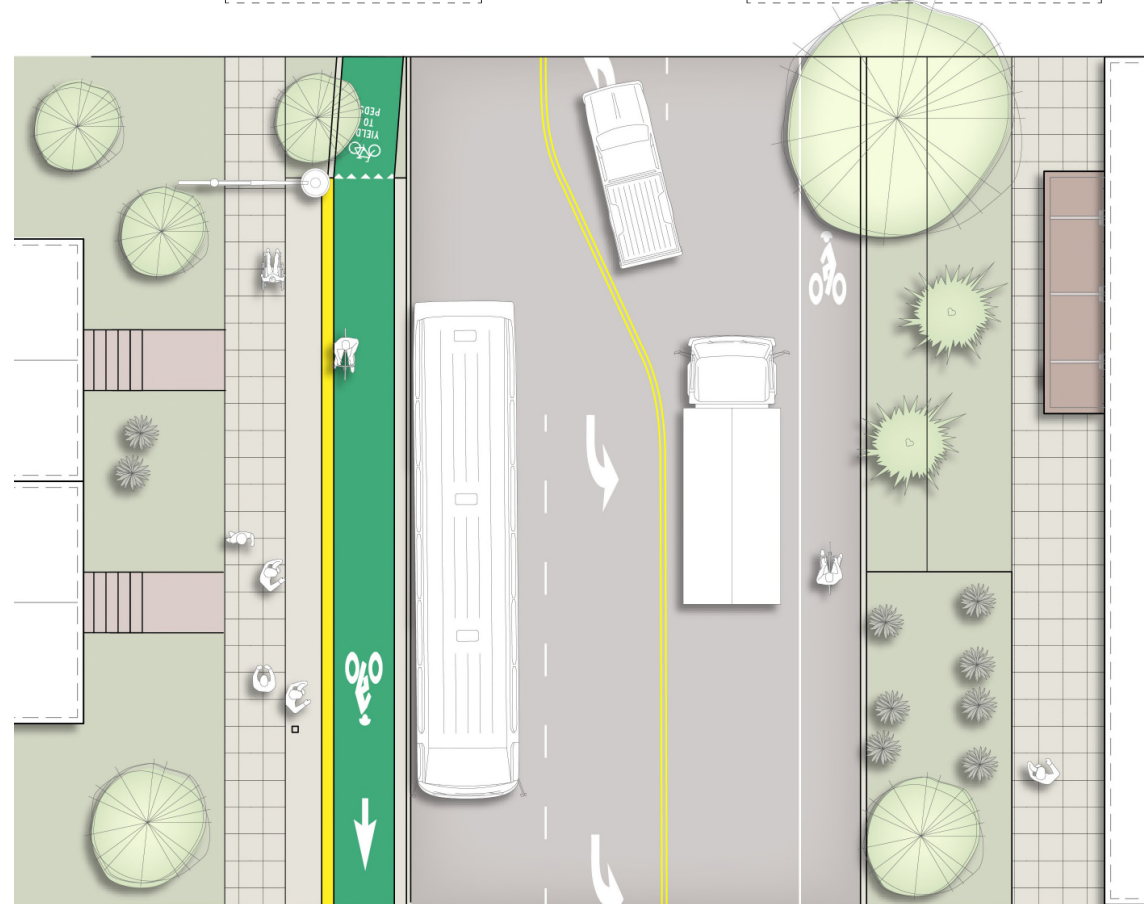
	BENEFIT MEASURE	BENEFIT MEASURE					DESCRIPTION	DISTINCTION
		LOW	MED-LOW	MED	MED-HIGH	HIGH		
PEDESTRIAN	PEDESTRIAN SAFETY	[High Benefit]					<ul style="list-style-type: none"> 35' street crossing at curb bulbs Curb bulbs at crossing make it the narrowest crossing 	<ul style="list-style-type: none"> Narrowest crossing Amenity zones and flex zone on west side provides best separation from vehicles
	PEDESTRIAN MOBILITY	[High Benefit]					<ul style="list-style-type: none"> 5' sidewalk on east side 8' sidewalk on west side 	<ul style="list-style-type: none"> Sidewalk width meet City's standard for zoning
BICYCLE	BICYCLIST SAFETY	[High Benefit]					<ul style="list-style-type: none"> 5' bike lane on east side 6' bike lane on west side adjacent to parking 	<ul style="list-style-type: none"> Moderate separation from vehicles and pedestrians Parking next to bike lane creates potential conflicts
	BICYCLIST MOBILITY	[High Benefit]					<ul style="list-style-type: none"> Pair of bike lanes for north/south travel 	<ul style="list-style-type: none"> Potential to enhance connections to surrounding streets
TRAFFIC	DRIVER SAFETY	[High Benefit]					<ul style="list-style-type: none"> No turn lanes 	<ul style="list-style-type: none"> Parking creates conflicts with through traffic
	TRAFFIC FLOW	[High Benefit]					<ul style="list-style-type: none"> One general purpose lane in each direction 	<ul style="list-style-type: none"> Traffic Level of Service will fall by 2035 Parking slows down traffic
	PARKING	[High Benefit]					<ul style="list-style-type: none"> Provides parking 	<ul style="list-style-type: none"> Only option that provides parking
TRANSIT	TRANSIT SPEED AND RELIABILITY	[High Benefit]					<ul style="list-style-type: none"> 12' lanes shared by transit and autos 	<ul style="list-style-type: none"> Parking creates conflicts for buses
LIVABILITY	ENVIRONMENT	[High Benefit]					<ul style="list-style-type: none"> Amenity zones, flex zone, and curb bulbs provide room for new trees and plantings 	<ul style="list-style-type: none"> Moderate amount of new paving
	PLACEMAKING OPPORTUNITY	[High Benefit]					<ul style="list-style-type: none"> 9' flex zone and parking built-outs provide room for placemaking 	<ul style="list-style-type: none"> Option 1 and 2 provide generous room for placemaking
	MODE SHIFT	[High Benefit]					<ul style="list-style-type: none"> Good spread of multimodal options, including frequent transit service 	<ul style="list-style-type: none"> Encourages mode shift
COST	ROW IMPACT	[High Benefit]					<ul style="list-style-type: none"> Low impacts 	<ul style="list-style-type: none"> All options have similar right-of-way impacts
	EASE OF IMPLEMENTATION	[High Benefit]					<ul style="list-style-type: none"> Moderate ease of transition 	<ul style="list-style-type: none"> -
	CAPITAL COST	[High Benefit]					<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Most expensive

10TH AVENUE - D-D' OPTION 3 - THREE VEHICULAR LANES INCLUDING CENTER TURN LANE, AND BIKE LANES



D
EAST

D
WEST

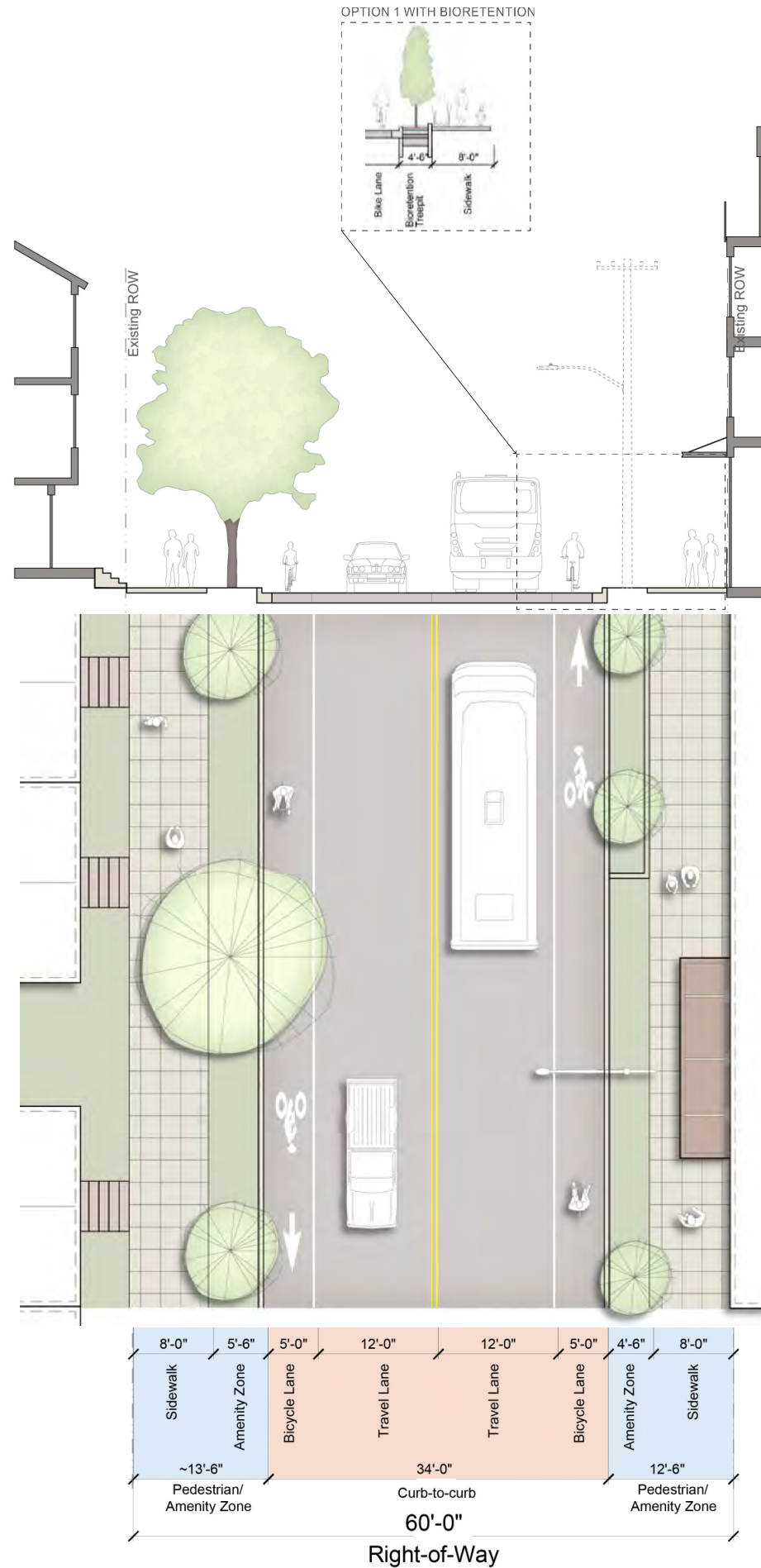


	BENEFIT MEASURE	BENEFIT MEASURE					DESCRIPTION	DISTINCTION
		LOW	MED-LOW	MED	MED-HIGH	HIGH		
PEDESTRIAN	PEDESTRIAN SAFETY	[Yellow]			[Green]		• 42' street crossing at curb bulbs	• Widest crossing • Amenity zones and flex zone on west side provides best separation from vehicles
	PEDESTRIAN MOBILITY	[Yellow]			[Green]		• 5' sidewalk on east side • 8' sidewalk on west side	• Sidewalk width meet City's standard for zoning
BICYCLE	BICYCLIST SAFETY	[Green]			[Yellow]		• 5' bike lanes	• Moderate separation from vehicles and pedestrians
	BICYCLIST MOBILITY	[Yellow]			[Green]		• Pair of bike lanes for north/south travel	• Potential to enhance connections to surrounding streets
TRAFFIC	DRIVER SAFETY	[Green]			[Yellow]		• Provides turn lanes	• Only option that provides center turn lane
	TRAFFIC FLOW	[Green]					• One general purpose lane in each direction • Center turn lane reduces traffic back-ups	• Acceptable Traffic Level of Service in 2035
	PARKING	[Red]	[Yellow]				• No parking	-
TRANSIT	TRANSIT SPEED AND RELIABILITY	[Green]					• 11' lanes shared by transit and autos	• Center turn lane supports frequent bus service
LIVABILITY	ENVIRONMENT	[Orange]		[Yellow]			• Amenity zones and flex zone provide room for new trees and plantings	• Most amount of new paving
	PLACEMAKING OPPORTUNITY	[Green]			[Yellow]		• 7' flex zone provides room for placemaking	• Moderate room for placemaking
	MODE SHIFT	[Green]			[Yellow]		• Best spread of multimodal options, including frequent transit service	• Encourages highest mode shift
COST	ROW IMPACT	[Green]			[Yellow]		• Low impacts	• All options have similar right-of-way impacts
	EASE OF IMPLEMENTATION	[Green]					• Easy to transition	-
	CAPITAL COST	[Yellow]			[Green]		-	• Moderately expensive

180TH STREET - E-E' OPTION 1 - TWO VEHICULAR LANES WITH BIKE LANES



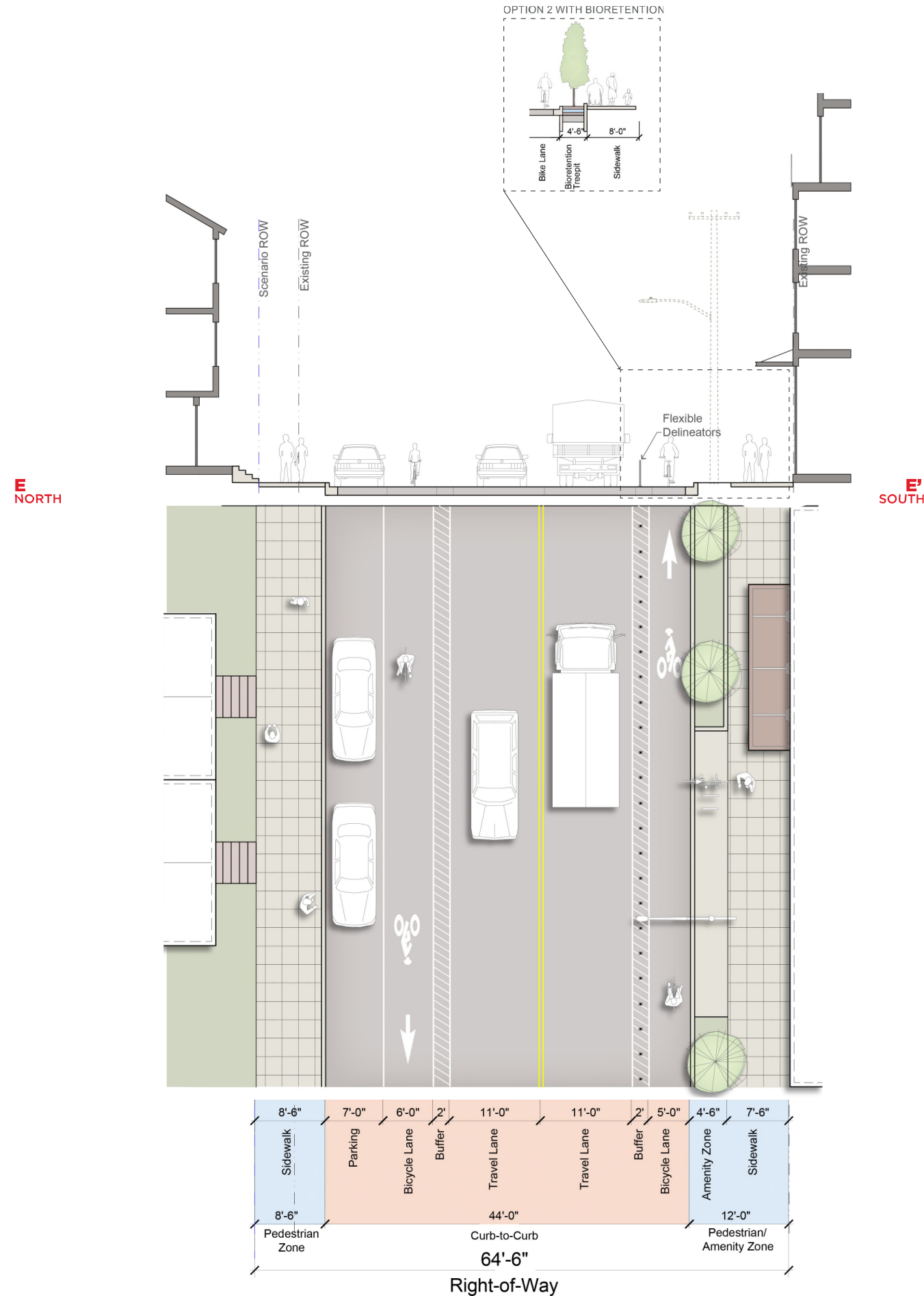
E
NORTH



E
SOUTH

		BENEFIT MEASURE					DESCRIPTION	DISTINCTION
		LOW	MED-LOW	MED	MED-HIGH	HIGH		
PEDESTRIAN	PEDESTRIAN SAFETY	[High]					• 34' street crossing at curb bulbs	• 2nd narrowest crossing
	PEDESTRIAN MOBILITY	[High]					• 8' sidewalks	• Sidewalk width meets City's standard
BICYCLE	BICYCLIST SAFETY	[High]					• 5' bike lanes	• Moderate separation from vehicles and pedestrians
	BICYCLIST MOBILITY	[High]					• Pair of bike lanes for east/west travel	• Potential to enhance connections to surrounding streets
TRAFFIC	DRIVER SAFETY	[High]					• No turn lanes	• Added curbs provide traffic calming
	TRAFFIC FLOW	[High]					• One general purpose lane in each direction	• Acceptable Traffic Level of Service in 2035
	PARKING	[Low]	[High]				• No new parking	-
TRANSIT	TRANSIT SPEED AND RELIABILITY	[High]					• 12' lanes shared by transit and autos	• Supports transit service
LIVABILITY	ENVIRONMENT	[High]					• Room for trees in amenity zone on north side	• Moderate amount of new paving
	PLACEMAKING OPPORTUNITY	[High]					• Potential placemaking opportunities in paving patterns, banners, and amenity zones	• Some room for placemaking
	MODE SHIFT	[High]					• Good spread of multimodal options, including transit service	• Encourages mode shift
COST	ROW IMPACT	[High]					• Minimal impacts	• Stays within the right-of-way
	EASE OF IMPLEMENTATION	[High]					• Easy to implement	• Some transition required to dovetail with existing
	CAPITAL COST	[High]					-	• Least expensive

180TH STREET - E-E' OPTION 2 - TWO VEHICULAR LANES WITH PROTECTED BIKE LANES, AND PARKING



	BENEFIT MEASURE	BENEFIT MEASURE					DESCRIPTION	DISTINCTION
		LOW	MED-LOW	MED	MED-HIGH	HIGH		
PEDESTRIAN	PEDESTRIAN SAFETY	MED			HIGH		• 37' street crossing at curb bulbs	• Widest crossing • No amenity zone on north side and substandard amenity zone on south side provides minimal separation from vehicles
	PEDESTRIAN MOBILITY	MED			HIGH		• -8.5' sidewalk on north side • -7.5' sidewalk on south side	• Sidewalk width is less than 8'
BICYCLE	BICYCLIST SAFETY	HIGH					• 5' bike lane with 2' buffer on east side • 6' bike lane with 2' buffer on west side adjacent to parking	• Moderate separation from vehicles and pedestrians • Parking next to bike lane creates potential conflicts
	BICYCLIST MOBILITY	HIGH					• Pair of bike lanes for north/south travel	• Potential to enhance connections to surrounding streets
TRAFFIC	DRIVER SAFETY	HIGH					• No turn lanes	• Parking creates conflicts with through traffic
	TRAFFIC FLOW	HIGH					• One general purpose lane in each direction	• Acceptable Traffic Level of Service in 2035
	PARKING	HIGH					• Provides parking	• Only option that provides parking
TRANSIT	TRANSIT SPEED AND RELIABILITY	MED			HIGH		• 11' lanes shared by transit and autos	• Parking creates conflicts for buses
LIVABILITY	ENVIRONMENT	LOW	MED-LOW		HIGH		• No room for trees in amenity zone	• Moderate amount of new paving
	PLACEMAKING OPPORTUNITY	LOW	MED-LOW		HIGH		• Potential placemaking opportunities in paving patterns, banners, and amenity zones	• Least amount of room for placemaking
	MODE SHIFT	LOW	MED-LOW		HIGH		• Good spread of multimodal options, including transit service	• Space for parking narrows travel lanes width of pedestrian zone
COST	ROW IMPACT	LOW	MED-LOW		HIGH		• Most impacts	• Exceeds the existing right-of-way
	EASE OF IMPLEMENTATION	LOW	MED-LOW		HIGH		• Moderate effort to implement	• Expansion of curb lines add complexity
	CAPITAL COST	LOW	MED-LOW		HIGH		-	• Most expensive

INTRODUCTION AND APPROACH

The City conducted a second series of events and activities (Outreach Series 2) during spring 2019 for the 185th Street Multimodal Corridor Strategy (185th MCS). The purpose of Outreach Series 2 was to share progress on several different options for each of the 185th Street Corridor segments.

Stakeholders were given the opportunity to share their feedback at all of the Outreach Series 2 events. The study team used a variety of methods to notify and gather input from a wide range of stakeholder groups, including those who live, work, or travel in the area, and representatives from key organizations and partner agencies.

OBJECTIVES

Outreach Series 2 objectives were to:

- Continue to provide community members and stakeholder agency partners with various opportunities to learn about the 185th MCS.
- Introduce how feedback from the community has been incorporated into the development of potential corridor design concepts.
- Invite the public and stakeholders to review and give input on preliminary roadway cross section options, comparative analysis of roadway options, and draft concepts of community gathering places.



IN PERSON & ONLINE ENGAGEMENT

Outreach Series 2 included a public open house, an online survey, stakeholder briefings, and other events. Outreach Series 2 events provided the community and stakeholders with an opportunity to share their feedback on draft materials and build a vision for the 185th Street Corridor, as well as speak directly with 185th MCS team members.

Overall, a total of 375 people participated in spring 2019 outreach meetings and the online survey. See the neighborhood map on the following page for a visual breakdown of where participants live in the community.

Outreach Series 2 events included:

SHORELINE CITY COUNCIL MEETING
Monday, March 25, 2019

PARKS, RECREATION, & COMMUNITY SERVICES BOARD
Thursday, March 28, 2019
• 11 attendees

OPEN HOUSE 2

Tuesday, April 2, 2019, 6 - 8 PM
Shoreline City Hall

- 80 attendees
- Included a City presentation and question and answer portion (shown in photo above)

COUNCIL OF NEIGHBORHOODS MEETING
Wednesday, April 3, 2019

- 15 attendees

TRANSIT PROVIDERS MEETING

Tuesday, April 9, 2019

- 10 attendees

CITY STAFF MEETING

Wednesday, April 10, 2019

- 20 attendees

DEVELOPERS MEETING

Thursday, April 11, 2019

- 17 attendees

IN PERSON & ONLINE ENGAGEMENT (CONTINUED)

UTILITY & PUBLIC SERVICES MEETING

Monday, April 15, 2019

- 15 attendees

LARGE PROPERTY OWNER MEETING

Monday, April 15, 2019

- 6 attendees

ECHO LAKE NEIGHBORHOOD ASSOCIATION, MERIDIAN PARK, AND NORTH CITY MEETING

Tuesday, April 16, 2019

- 42 attendees

YOUTH OUTREACH AND LEADERSHIP OPPORTUNITIES

Monday, April 29, 2019

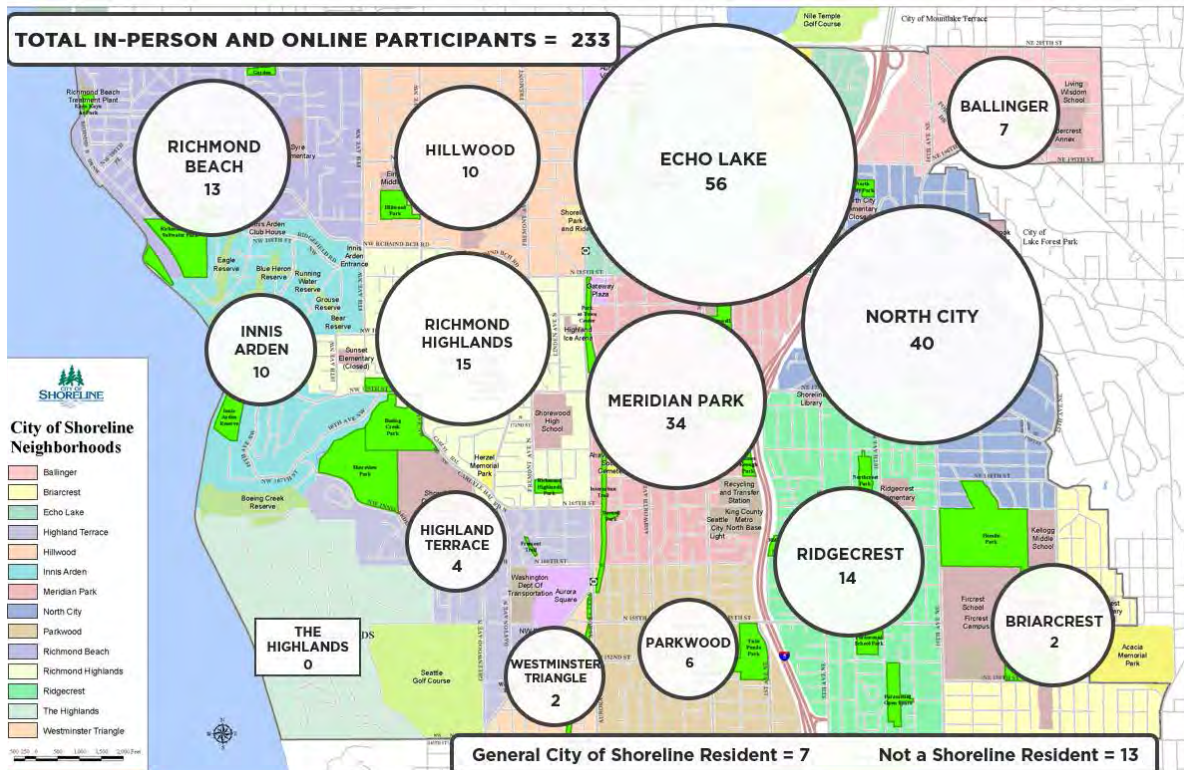
- 9 attendees

ONLINE COMMUNITY SURVEY

Available April 5 - May 28, 2019

- 150 respondents
- Online survey offered similar prompts and exercises available at in-person meetings

ATTENDEES BY NEIGHBORHOOD*



* Not all people who participated in Outreach Series 2 identified where they live.

NOTIFICATION STRATEGIES

Notifications for Outreach Series 2 included:

Web page (ShorelineWA.gov/185corridor)

- Updated with materials from Outreach Series 1
- Announced upcoming Outreach Series 2 events and served as a repository for materials presented at Open House 2
- Provided link to online survey

Shoreline Currents

- Published March 1, 2019
- Distributed via mail to each household in Shoreline
- Advertised April 2 Open House at Shoreline City Hall

Flyer/Poster (in English and Spanish)

- Distributed to local businesses and public locations beginning on March 19
- Included translation in several languages for how to communicate with the City

Yard Signs for Open House 2

- Placed along the corridor on March 14 and removed on April 3

ALERT Shoreline email (all those who signed up)

- Emailed alert on March 26 for upcoming Open House 2
- Emailed alert on April 5 for virtual Open House 2 and online survey.

Social media posts

- Created and shared a Facebook event for Open House 2
- Shared link to online survey on social media accounts on April 4, 2019



SURVEY OVERVIEW

Outreach Series 2 participants reviewed street options for three distinct segments of the corridor (shown in the map above):

- **N/NE 185TH STREET**
- **10TH AVENUE NE**
- **NE 180TH STREET**

For each of the three corridor segments, community members were invited to review potential cross section options. These options served as bookend opportunities and demonstrated different ways that multimodal components could be incorporated into different parts of the corridor.

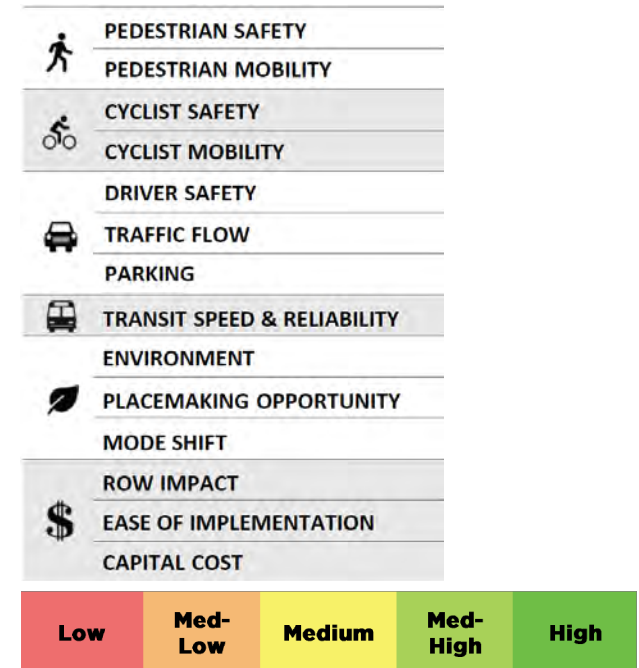
Options included benefit ratings for each evaluation component (shown in graphic to the right). These scores demonstrated how benefits and challenges were balanced.

Participants were then asked to respond to the following prompts for each segment:

- What is your favorite option for balancing the future needs for this corridor segment?
- Choose up to 3 components that make this option your favorite.
- Are there other reasons why you prefer this option?

OVERALL SURVEY TAKE-AWAYS

The relatively small percentage (between five to eight percent) of survey responders who selected keeping the corridor the way it is today reflects that most support improving the corridor. Survey responses indicate a strong interest in accommodating multiple modes of travel along the corridor with an emphasis on creating a pedestrian-friendly environment.



A scoring chart was prepared for each segment option presented, showcasing a benefit measures associated with each of the evaluation criteria.

N/NE 185TH STREET OPTIONS



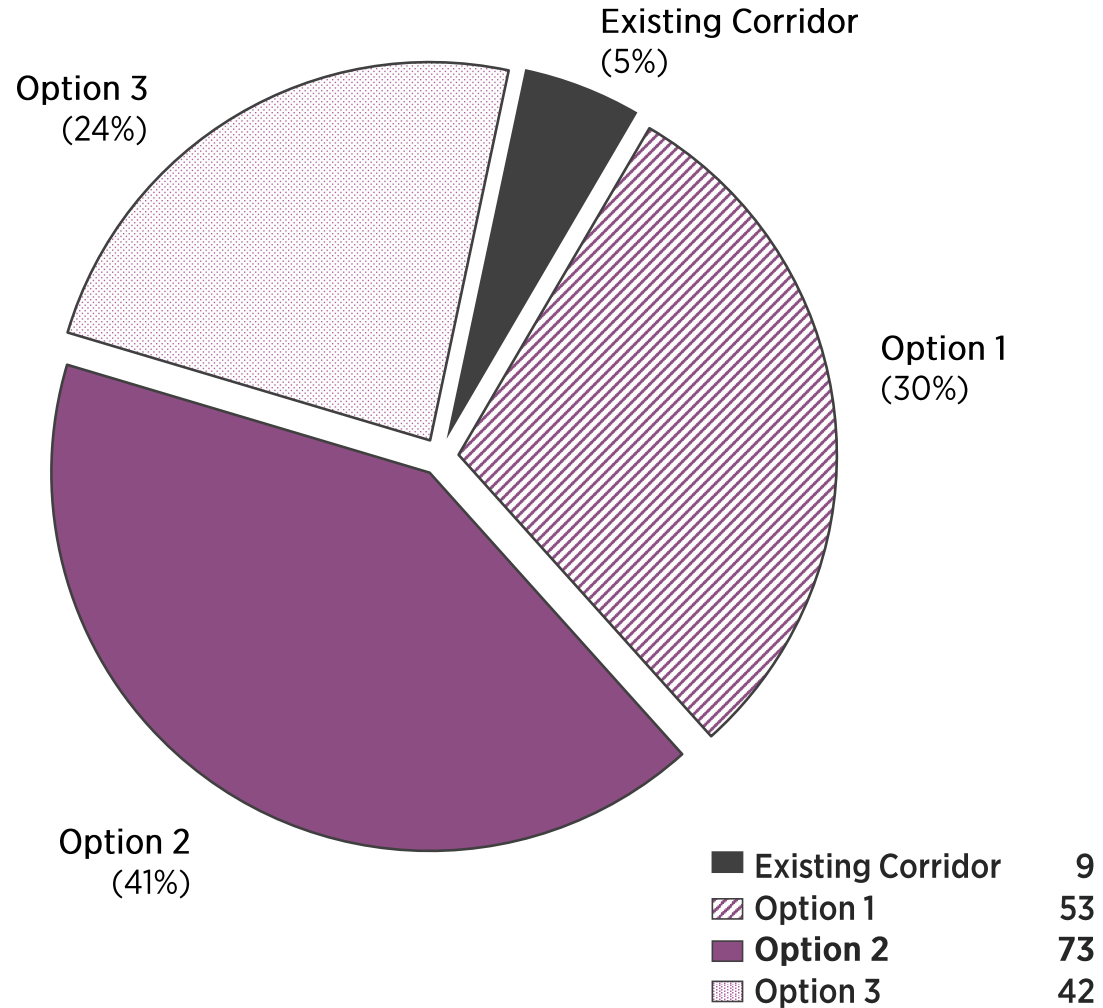
DESCRIPTION OF PRESENTED OPTIONS

Option 1: THREE-LANE SECTION (two travel lanes and a center turn lane) with **BIKE LANES**

Option 2: FOUR-LANE SECTION (two travel lanes and two BAT lanes) with **PROTECTED BIKE LANES**

Option 3: FIVE-LANE SECTION (four travel lanes and a center turn lane) with a **SHARED-USE PATH**

FAVORITE OPTION RESULTS



Total participants 177

N/NE 185TH STREET OPTIONS



REASONS FOR FAVORITE OPTION SELECTION

(Top 3 favorite components in each option are highlighted in green)*

Online survey (123 responses)

	Pedestrian	Bicycle	Traffic	Transit	Cost	Parking	Environmental	Placemaking
Option 1	24	16	15	4	16	1	13	9
Option 2	36	44	21	33	1	3	6	7
Option 3	16	9	25	13	1	6	8	4

In-person survey (54 responses)

	Pedestrian	Bicycle	Traffic	Transit	Cost	Livability
Option 1	14	7	4	3	10	10
Option 2	11	14	5	14	3	6
Option 3	5	2	10	6	3	1

* NOTE: Components for this question differed between the in-person and the online surveys.

N/NE 185TH STREET SURVEY TAKE-AWAYS

Overall, Option 2 ranked highest. Top reasons for this choice included considerations for pedestrians, bicyclists, and transit.

Outreach participants suggested improving Option 2 by moving the bike lanes off the street and trying to preserve mature trees on the north side of the street by retaining the location of the existing curb.

FEEDBACK THEMES FOR N/NE 185TH STREET OPTIONS

- **Tree Preservation** – Mature street trees and canopy coverage on 185th Street should be preserved to the greatest extent possible.
- **Pedestrian** – Provide sidewalks and crosswalks that promote a safe walking environment for pedestrians of all abilities, and safe and easy access to transit.
- **Bicycle** – Place bike lanes off of the street to promote cycling, increase safety, and potentially help retain mature trees.
- **Transit** – Find smart ways to incorporate transit-only lanes while maintaining traffic flow and allowing vehicles to effectively turn.
- **Balance** – Select an option that does the best job of balancing cost and amenities.



Study team member walks open house attendees through one of the street options.

10TH AVENUE NE OPTIONS



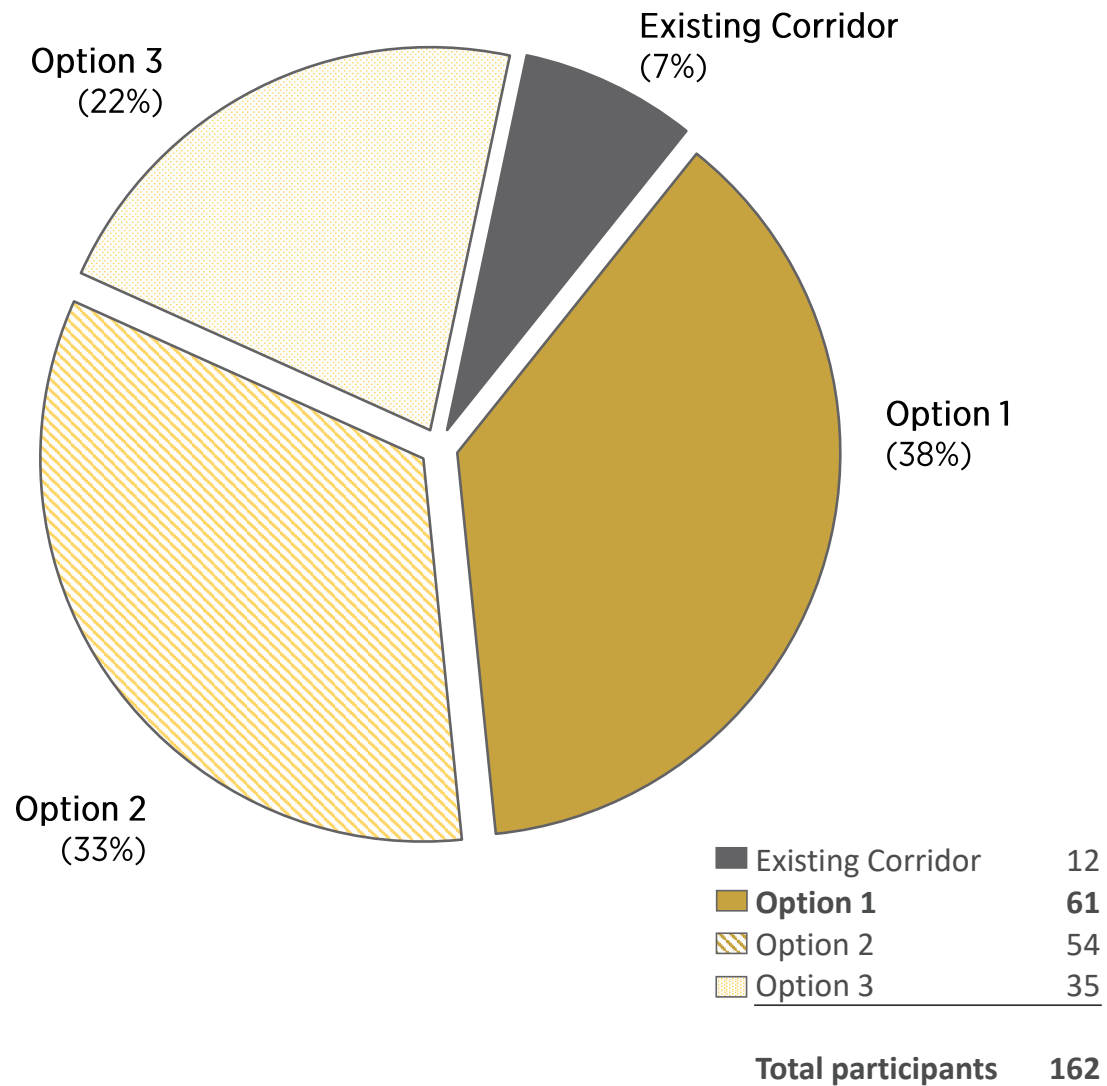
DESCRIPTION OF PRESENTED OPTIONS

Option 1: TWO-LANE SECTION (two travel lanes) with **BUFFERED BIKE LANES**

Option 2: TWO-LANE SECTION (two travel lanes) with **BIKE LANES** and **ON-STREET PARKING**

Option 3: THREE-LANE SECTION (two travel lanes and a center turn lane) with **BIKE LANES**

FAVORITE OPTION RESULTS



10TH AVENUE NE OPTIONS

REASONS FOR FAVORITE OPTION SELECTION

(Top 3 favorite components in each option are highlighted in green)*

Online survey (117)

	Pedestrian	Bicycle	Traffic	Transit	Cost	Parking	Environmental	Placemaking
Option 1	31	32	12	7	10	2	10	6
Option 2	25	21	20	2	3	28	5	4
Option 3	12	15	21	11	1	5	2	0

In-person survey (45 responses)

	Pedestrian	Bicycle	Traffic	Transit	Cost	Livability
Option 1	17	13	6	6	11	8
Option 2	7	3	9	3	2	6
Option 3	4	3	7	4	0	2

* NOTE: Components for this question differed between the in-person and the online surveys.

FEEDBACK THEMES FOR 10TH AVENUE NE OPTIONS

- **Pedestrian** – Provide a safe, separate space for pedestrians and easy access to transit.
- **Bicycle** – Promote safety by separating cyclists from traffic and transit as much as possible.
- **Transit** – Accommodate transit and vehicles; be mindful of bus stops and how they will affect traffic and cyclists.
- **Traffic** – Provide dedicated turn lanes to help keep traffic moving smoothly.
- **Parking** – Demand will increase in this area due to the light rail station and nearby high-density housing.



10TH AVENUE NE SURVEY TAKE-AWAYS

Overall, Option 1 ranked highest. Option 2 was a close second (within five percent). Top reasons for this choice included considerations for pedestrians, bicyclists, and traffic.

Participants emphasized the need for parking in this growing neighborhood and asked the team to be mindful of how any future bus stops would affect traffic and cyclists.



Open House 2 participants reviewing information about roadway options and community gathering places.

NE 180TH STREET OPTIONS

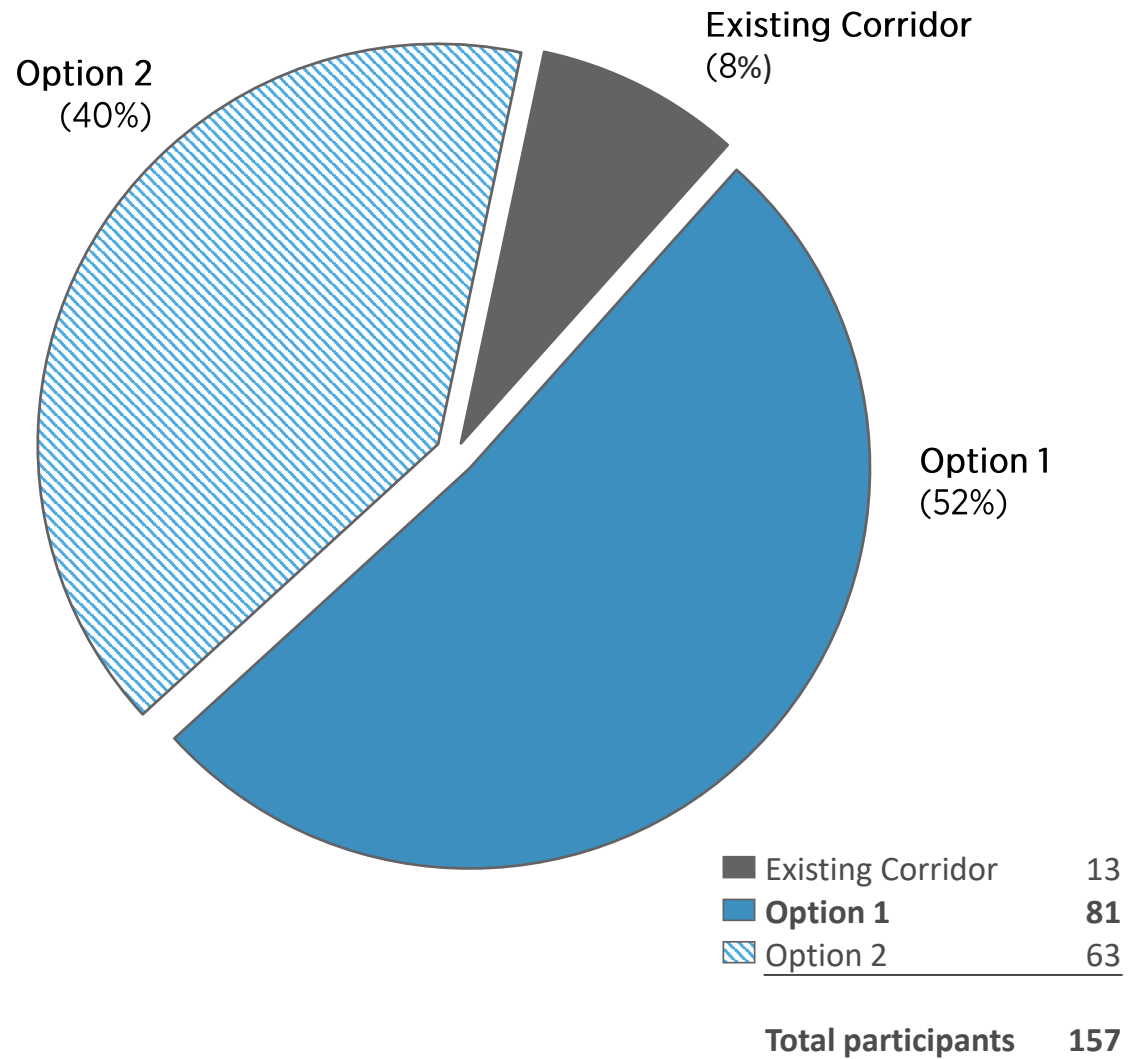


DESCRIPTION OF PRESENTED OPTIONS

Option 1: TWO-LANE SECTION (two travel lanes) with **BIKE LANES**

Option 2: TWO-LANE SECTION (two travel lanes) with **BUFFERED BIKE LANES** and **ON-STREET PARKING**

FAVORITE OPTION RESULTS



NE 180TH STREET OPTIONS



Attachment B

REASONS FOR FAVORITE OPTION SELECTION

(Top 3 favorite components in each option are highlighted in green)*

Online survey (113 responses)

	Pedestrian	Bicycle	Traffic	Transit	Cost	Parking	Environmental	Placemaking
Option 1	47	33	27	7	18	5	17	3
Option 2	27	27	27	7	2	29	3	3

In-person survey (44 responses)

	Pedestrian	Bicycle	Traffic	Transit	Cost	Livability
Option 1	17	8	7	3	11	12
Option 2	7	8	8	3	2	6

* NOTE: Components for this question differed between the in-person and the online surveys.

FEEDBACK THEMES FOR NE 180TH STREET OPTIONS

- **Multimodal** – Street is likely to become busier as more traffic tries to access the station area; design the roadway to move the most people the most effectively.
- **Bicycle** – Be mindful of the road grade when planning for bicycle infrastructure and keep bicycles as separate as possible from roadway traffic.
- **Parking** – Demand in this area due to nearby high-density housing and retail.
- **Balance** – Select an option that does the best job of balancing cost and amenities.

NE 180TH STREET SURVEY TAKE-AWAYS

Overall, Option 1 ranked highest. Top reasons for this choice included considerations for pedestrians, bicyclists, and traffic.

Participants voiced concerns about how multimodal improvements would fit into this relatively narrow street segment (within a 60 foot right of way) that is quickly redeveloping.

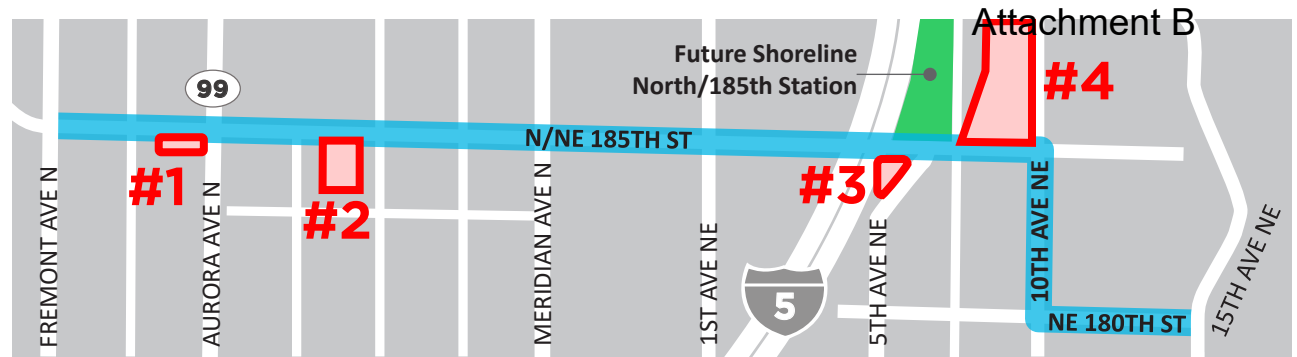
Transit Agency representatives expressed the need to design the street to be future compatible with frequent bus service including accommodating bus turning movements at major intersections, allowing adequate room for future bus stops, providing a minimum of 11-foot wide travel lanes, and studying the roadway grade for potential modifications needed for buses to operate on the hill without bottoming out.

COMMUNITY GATHERING PLACES

The study team invited community members to share early thoughts on potential public space opportunities at four specific sites along the 185th Street Corridor (shown in the map to the right).

Community members reviewed concept diagrams and programming ideas to activate each site and then responded to the following questions:

- For this site, please check your top three programming options that would be most beneficial for the community.
- Is there anything you would like to share about this location?



#1 AURORA AVENUE N & N 185TH STREET

The City owns the northern portion of this currently vacant space. The recently installed Richmond Highlands gateway mural provides beauty to this space.

Favorite Programming Options for Site #1 (top three favorite options are highlighted in green):

Colorful plantings	75
Pathways	69
Bike parking	54
Creative play	28
Fitness zone	20
Interpretive signage	19
Interactive musical elements	17

Feedback themes:

- **Maintenance** - The site would need to be cleaned and properly maintained to be a better gathering place.
- **Safe** - This site is very busy and its proximity to Aurora Avenue may present challenges for safe play.

#2 ASHWORTH AVENUE N & N 185TH STREET

This parcel was identified as a potential nature-based open space during the 185th Street Station Subarea planning process.

Favorite Programming Options for Site #2 (top three favorite options are highlighted in green):

Naturalized area	76
Boardwalk/Perimeter path	73
Nature play elements	59
Seating	33
Fitness zone	22
Educational elements	19
Placemaking elements	16
Interpretive signage	7

Feedback themes:

- **Greenspace** - This site could provide much needed neighborhood greenspace.
- **Maintenance** - The existing space is poorly maintained (trash, blackberry bushes, etc.) and it would require some work to transform it into a gathering place.
- **Engaging** - The site should to be visually and physically interesting (e.g. multiple ingress/egress points, varying vegetation height, seating, etc.).



Recently installed gateway mural frames community gathering place #1

#3 TRAILHEAD AT THE STATION

There is a small space for a trailhead at this location. Sound Transit will be constructing improvements and re-aligning 5th Ave NE near the future Shoreline North/185th Station. The City’s Trail Along the Rail project will access the station at this point.

Favorite Programming Options for Site #3 (top three favorite options are highlighted in green):

Native plants	61
Trailhead signage	59
Seating	51
Public art/placemaking	42
Charge/Recharge space	36
Swale along the trail	34
Solar trees	27
Solar paving	22

Feedback themes:

- **Right-size** – Programming should be mindful of the small footprint of this site.

#4 ROTARY PARK

The Shoreline Parks, Recreation, and Open Space (PROS) Plan identified this collection of parcels and utility rights of way as an opportunity site for adding more public space within the light rail station area.

Favorite Programming Options for Site #4 (top four favorite options are highlighted in green. Community garden and splash park tied for third place):

Flexible lawn space	53
Play area	48
Community garden	44
Splash park	44
Picnic tables/Seating	42
Paths	40
Food trucks	34
Off-leash dog area	28
Stage	14

Feedback themes:

- **Open Space** – This site will be surrounded by many new housing developments, so there will be a need for open space that can accommodate many different types of users and uses.
- **Family amenities** – The site should prioritize amenities for families and neighborhood residents.

SURVEY TAKE-AWAYS AND NEXT STEPS

The intent of the survey was to gather ideas and feedback from community members and stakeholders about how these sites could benefit the community and the environment. Overall, outreach participants responded favorably to activating these sites while being mindful of maintenance and security needs.

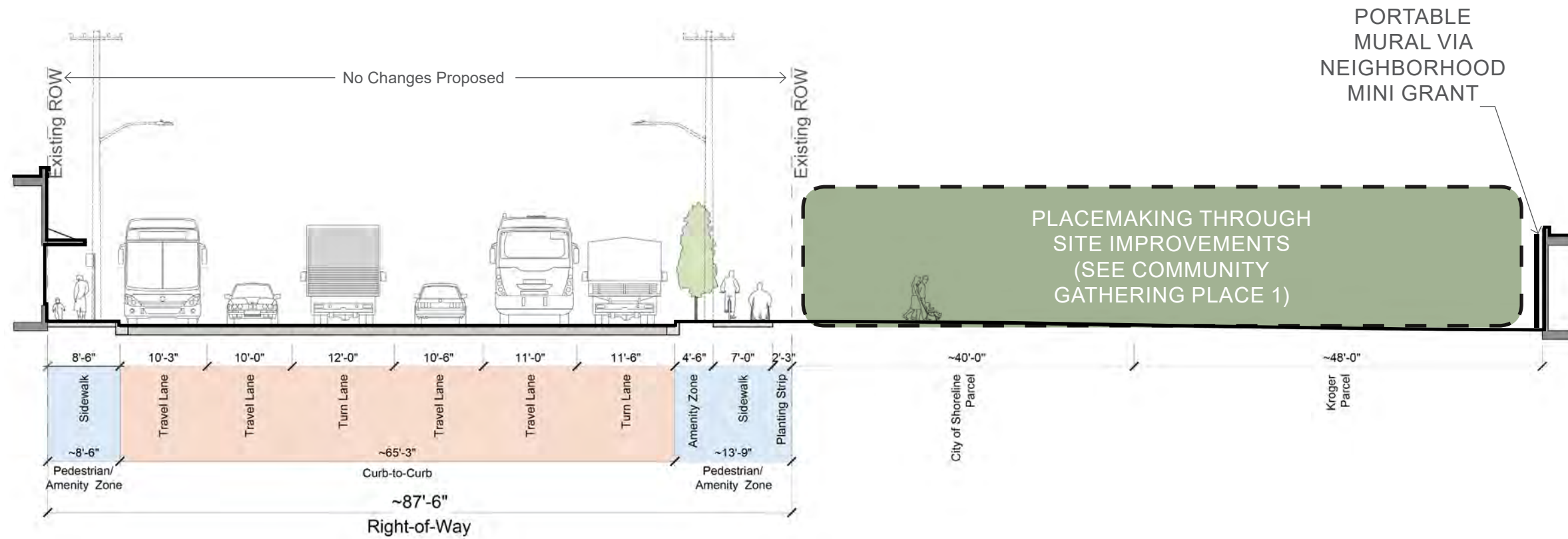
Feedback on draft concepts for Site #1, #2, and #4 received during this process will be shared with the City’s Parks, Recreation, and Cultural Services (PRCS) Director and the PRCS/Tree Board. Feedback on Site #3 received during this process will be shared with the Public Works Director and the Trail Along the Rail project manager.

Currently, there is no funding for programming these sites. Draft concepts of community gathering places are fodder for the start of a longer process of programming potential public spaces with design features that will nurture a sense of place and enhance the quality of life for the community.

185TH STREET - A-A'

NO PROPOSED CHANGES TO ROADWAY

PROPOSED COMMUNITY GATHERING PLACE 1



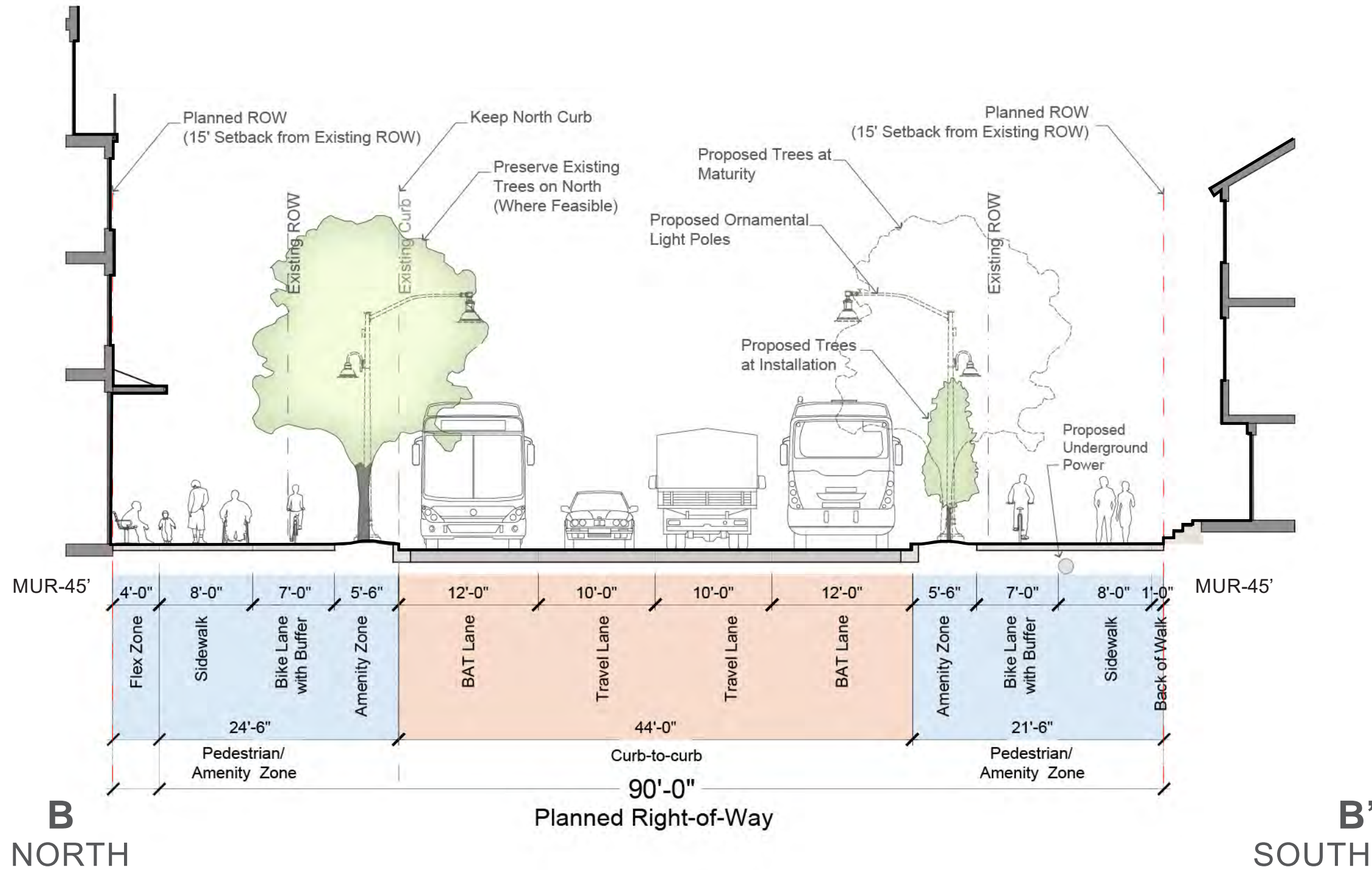
A
NORTH

A'
SOUTH

SECTION A FUTURE CONDITIONS



185TH STREET PREFERRED OPTION - B-B' FOUR VEHICULAR LANES INCLUDING BAT LANES, OFF-STREET BIKE LANES, AND ENHANCED PEDESTRIAN ZONES

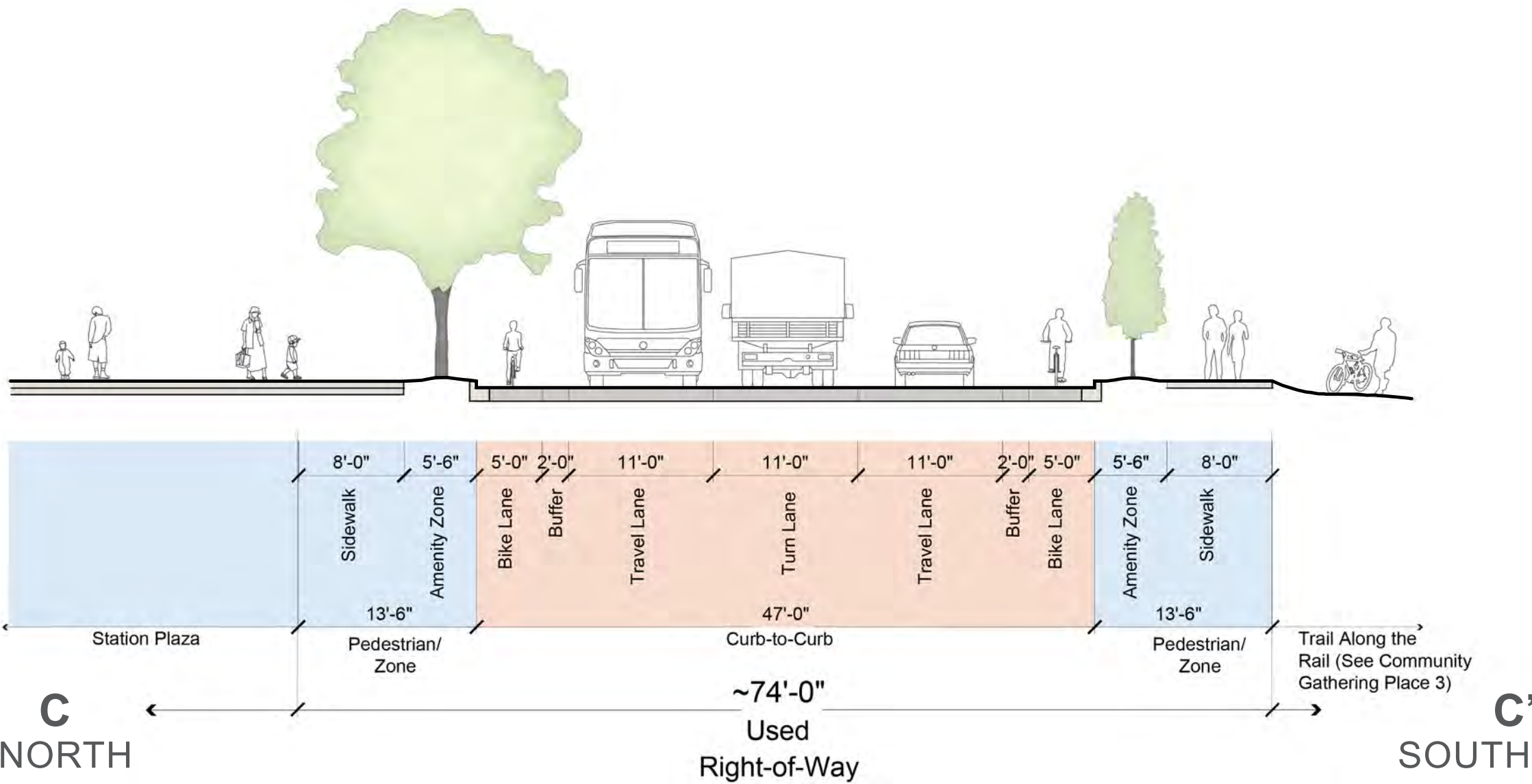


SECTION B PREFERRED OPTION



185TH STREET - C-C' *

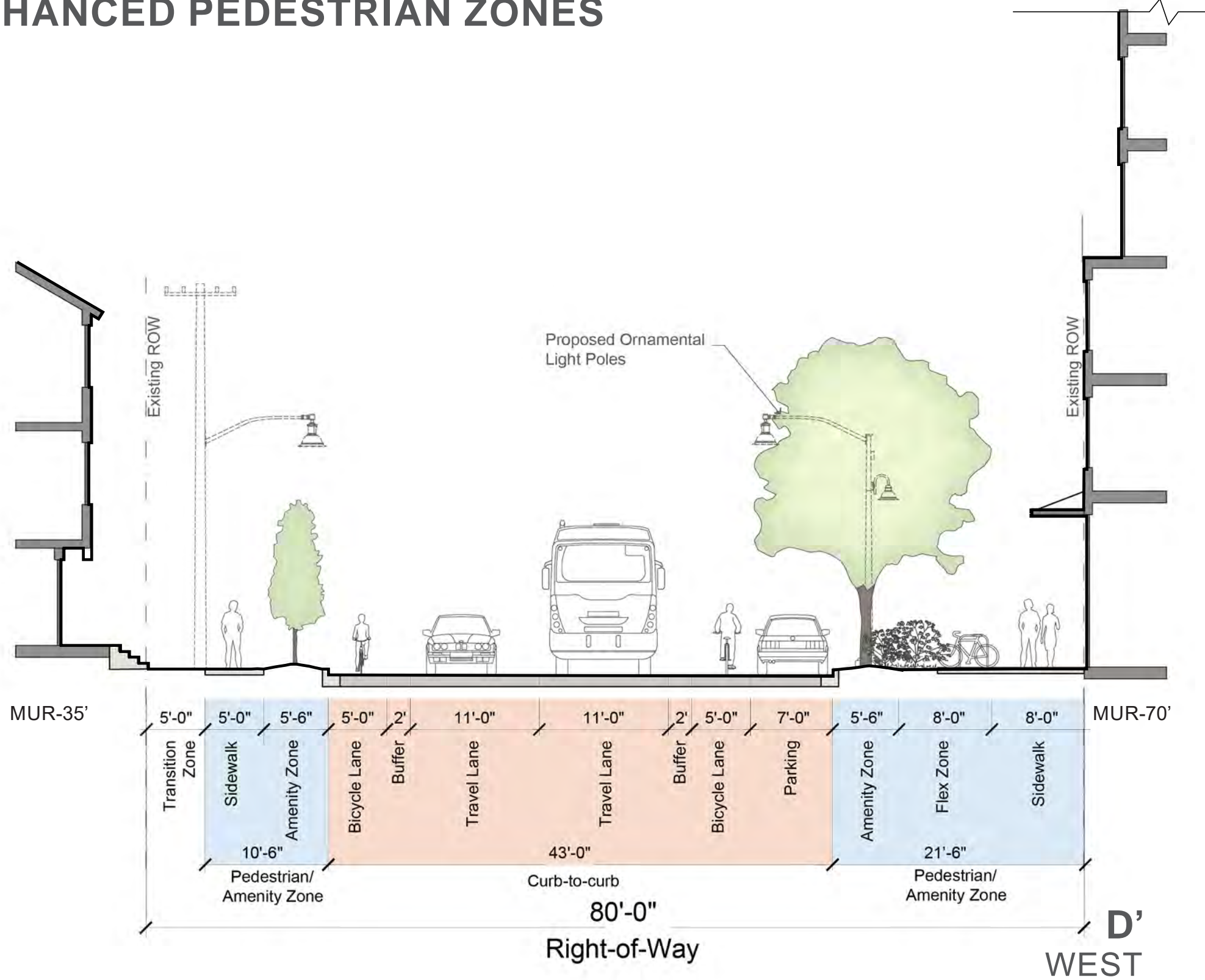
THREE VEHICULAR LANES INCLUDING CENTER TURN LANE, BUFFERED BIKE LANES, AND ENHANCED PEDESTRIAN ZONES



*NOTES:
 2ND AVE NE TO 8TH AVE NE: SOUND TRANSIT-LED IMPROVEMENTS
 8TH AVE NE TO 10TH AVE NE: DOVETAIL WITH SOUND TRANSIT-LED IMPROVEMENTS



10TH AVENUE PREFERRED OPTION - D-D' TWO VEHICULAR LANES WITH BUFFERED BIKE LANES, PARKING, AND ENHANCED PEDESTRIAN ZONES



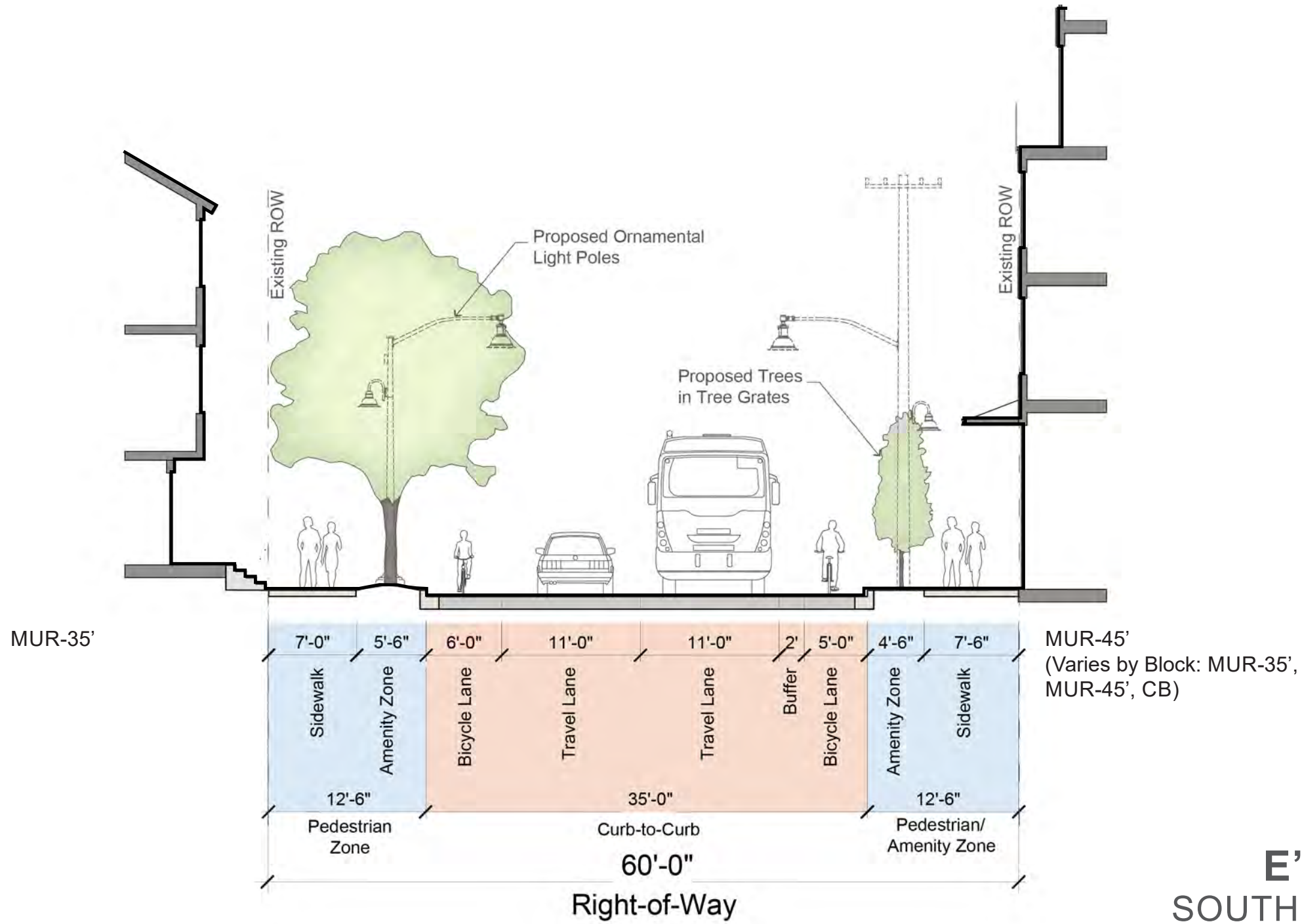
D
EAST

D'
WEST

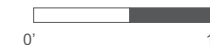
SECTION D PREFERRED OPTION









180TH STREET PREFERRED OPTION - E-E' TWO VEHICULAR LANES WITH ENHANCED BIKE LANES AND PEDESTRIAN ZONES



SECTION E PREFERRED OPTION



DRAFT EVALUATION CRITERIA

BENEFIT MEASURE		CRITERIA DESCRIPTIONS				
		LOW	MED-LOW	MED	MED-HIGH	HIGH
PEDESTRIAN 	PEDESTRIAN SAFETY	<ul style="list-style-type: none"> Wide street width makes pedestrian crossings challenging Little to no separation from bike and/or vehicle facilities 				<ul style="list-style-type: none"> Narrow street width supports frequent and safe pedestrian crossings Provides separation from bike and/or vehicular facilities.
	PEDESTRIAN MOBILITY	<ul style="list-style-type: none"> Sidewalk width is less than City standards Obstructions are present 				<ul style="list-style-type: none"> Sidewalk width is equal or greater than City standards Free of obstructions
BICYCLE 	BICYCLIST SAFETY	<ul style="list-style-type: none"> Obscured visibility of bikes at crossings Little to no separation from pedestrian and/or vehicular facilities 				<ul style="list-style-type: none"> High visibility of bikes at crossings Separation from pedestrian and/or vehicular facilities
	BICYCLIST MOBILITY	<ul style="list-style-type: none"> Bike facility makes abrupt connections to surrounding streets and trails 				<ul style="list-style-type: none"> Bike facility makes easy connections to surrounding streets and trails
TRAFFIC 	DRIVER SAFETY	<ul style="list-style-type: none"> Turn lanes absent Frequent stops and starts (i.e. shared lane with buses) Inconsistent speeds 				<ul style="list-style-type: none"> Turn lanes provided Encourages consistent speeds Mode separation
	TRAFFIC FLOW	<ul style="list-style-type: none"> Lower or similar vehicle capacity compared to existing roadway Level of Service <math>\leq</math> E or F 				<ul style="list-style-type: none"> Adds significantly more capacity for general purpose drivers Level of Service >math>\geq</math> C or D
	PARKING	<ul style="list-style-type: none"> Doesn't provide parking 				<ul style="list-style-type: none"> Provides parking or the potential to offer parking during non-peak travel hours
TRANSIT 	TRANSIT SPEED AND RELIABILITY	<ul style="list-style-type: none"> No dedicated BAT lanes reduce transit speed and reliability Narrow travel lanes are 10' 				<ul style="list-style-type: none"> Dedicated BAT lanes support consistent transit speed and reliability Wide travel lanes are 12'
LIVABILITY 	ENVIRONMENT	<ul style="list-style-type: none"> Significant increase to impervious area Minimal room for trees and landscaping 				<ul style="list-style-type: none"> Little to no change in impervious surface Ample space for trees and landscaping
	PLACEMAKING OPPORTUNITY	<ul style="list-style-type: none"> Minimal space beyond the curb Provides ped and/or bike facility only 				<ul style="list-style-type: none"> Significant space behind the curb i.e. allows for public art, street furniture, etc.
	MODE SHIFT	<ul style="list-style-type: none"> Discourages mode shift (i.e. less apt to walk, bike, or take transit) 				<ul style="list-style-type: none"> Encourages mode shift (i.e. more apt to walk, bike, or take transit)
COST 	ROW IMPACT	<ul style="list-style-type: none"> Significant increase in street right-of-way Possible impacts to existing structures 				<ul style="list-style-type: none"> Little to no change to existing street right-of-way
	EASE OF IMPLEMENTATION	<ul style="list-style-type: none"> Curblines significantly different than existing street Unlikely to be achieved through frontage improvements alone 				<ul style="list-style-type: none"> Curblines similar to existing Easier to transition from existing street to future design through frontage improvements
	CAPITAL COST	<ul style="list-style-type: none"> Most expensive 				<ul style="list-style-type: none"> Least expensive

**185th Street Multimodal Corridor
Comparative Analysis of Options
N/NE 185th Street - Segment B**

		Existing	Option 1	Option 2	Option 3	Rec. Option	Description	Distinctions
Pedestrian	Pedestrian Safety						44' street crossing.	2nd narrowest street crossing. Amenity zone and bike lanes provides good separation from cars.
	Pedestrian Mobility						8' sidewalks.	8' sidewalk meets City's standard.
Bicycle	Bicyclist Safety						Off-street bike lanes.	Greatest separation from vehicles and pedestrians. Intersections improvements would enhance bike safety.
	Bicyclist Mobility						Pair of uni-directional bike lanes.	Easy to connect to Interurban Trail and surrounding streets.
Traffic	Driver Safety						No turn lanes.	Good mode separation.
	Traffic Flow						One general purpose lane in each direction.	Traffic Level of Service will fail by 2035, but BAT lanes will be well above passing.

	Parking						No permanent parking.	Option for parking in BAT lanes at non-peak times.
Transit	Speed & Reliability						12' Dedicated BAT lanes	Supports frequent bus service.
Livability	Environment						Holds northside of street's curb to preserve existing trees where feasible.	New large canopy trees on southside of street could be specified if power lines were underground. Alternatively, smaller trees could be specified if power poles stay in amenity zone.
	Placemaking Opportunity						Additional four foot flex zone for street furnishings, planters, etc.	Most room for placemaking.
	Mode Shift						Best spread of multimodal options, including frequent transit service.	Encourages highest mode shift.
Cost	ROW Impact						Uses the full 90' planned ROW.	Highest impacts.
	Ease of Implementation						Moderately easy to implement	Can be transitioned to bridge's roadway configuration.
	Capital Cost						–	2nd most expensive.

10th Avenue NE - Segment D

		Existing	Option 1	Option 2	Option 3	Rec. Option	Description	Distinctions
Pedestrian	Pedestrian Safety						36' street crossing at curb bulbs. Curb bulbs at crossing make it the narrowest crossing.	2nd narrowest crossing. Amenity zones and flex zone on westside provides best separation from bikes and cars.
	Pedestrian Mobility						5' sidewalk on eastside. 8' sidewalk on westside.	Sidewalks meet City's standard for zoning.
Bicycle	Bicyclist Safety						Buffered bike lanes.	Best separation from vehicles and pedestrians.
	Bicyclist Mobility						Pair of buffered bike lanes for north/south travel.	Easy to connect to surrounding streets.
Traffic	Driver Safety						No turn lanes.	Parking slows down traffic
	Traffic Flow						One general purpose lane in each direction.	Traffic Level of Service will fail by 2035.
	Parking						Provides parking on westside of street.	Supports parking adjacent to high-density dev.

Transit	Speed & Reliability						11' lanes shared by transit and autos.	Bike buffer provides separation. Parking creates friction for buses.
Livability	Environment						Amenity zones, flex zone, and curb bulbs provide room for new trees and plantings.	Moderate amount of new paving.
	Placemaking Opportunity						8' flex zone and parking bulb outs provide room for placemaking.	Most room for placemaking.
	Mode Shift						Good spread of multimodal options, including frequent transit service.	Encourages mode shift.
Cost	ROW Impact						All options have equal right of way impacts.	Moderate impacts.
	Ease of Implementation						Moderate ease of transition	Easy to transition north and south on 10th Ave NE.
	Capital Cost						–	Most expensive.

NE 180th Street - Segment E

		Existing	Option 1	Option 2	Rec. Option	Description	Distinctions
Pedestrian	Pedestrian Safety					35' street crossing.	Narrowest crossing.
	Pedestrian Mobility					7' sidewalk on northside. 7.5' sidewalk on southside.	Sidewalk widths are slightly less than City's standard.
Bicycle	Bicyclist Safety					Buffered bike lane on uphill. 6' wide bike lane on downhill.	Best separation from vehicles and pedestrians.
	Bicyclist Mobility					Pair of bike lanes for east/west travel.	Easy to connect to surrounding streets.
Traffic	Driver Safety					No turn lanes.	Added curbs provide traffic calming.
	Traffic Flow					One general purpose lane in each direction.	Acceptable Traffic Level of Service in 2035.
	Parking					No new parking.	Narrow ROW is prioritized for multimodal travel rather than vehicle storage.

Transit	Speed & Reliability					11' lanes shared by transit and autos.	Supports future transit service.
Livability	Environment					Room for trees in amenity zones.	Moderate amount of new paving.
	Placemaking Opportunity					Potential placemaking opportunities in paving patterns, banners, and amenity zones.	Some room for placemaking.
	Mode Shift					Good spread of multimodal options, including transit service.	Encourages mode shift.
Cost	ROW Impact					Minimal impacts.	Stays within the ROW
	Ease of Implementation					Easy to implement.	Some transition required to dovetail with existing dev.
	Capital Cost					-	Least expensive

Example footprint comparison of standard intersection with left turn pockets + U turn bay vs. 2-lane (120' diameter) roundabout

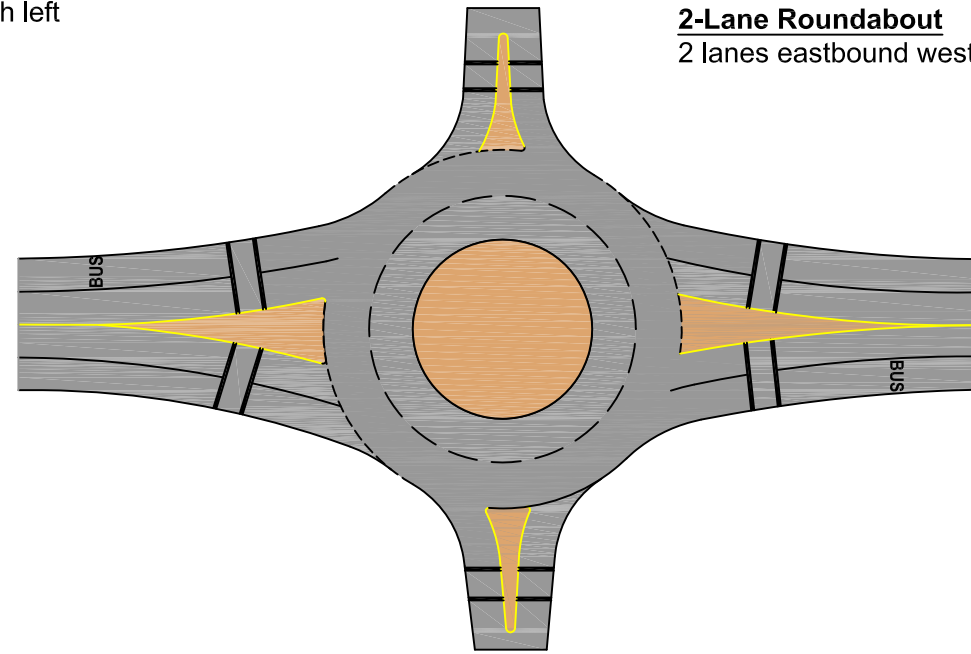
A 2 lane roundabout would impact significantly fewer properties and an overall lower area in comparison to a standard intersection with left turn pocket and U-turn bay.

Notes

- 1) Both contain 2 eastbound and 2 westbound through lanes, intersected by a minor roadway with one lane in each direction.
- 2) Excludes pedestrian, bicycle and landscaped facilities as they would be approximately the same for either option.
- 3) Conceptual only, does not represent a design-level comparison.
- 4) Roundabout footprint shown accommodates east/west articulated bus.

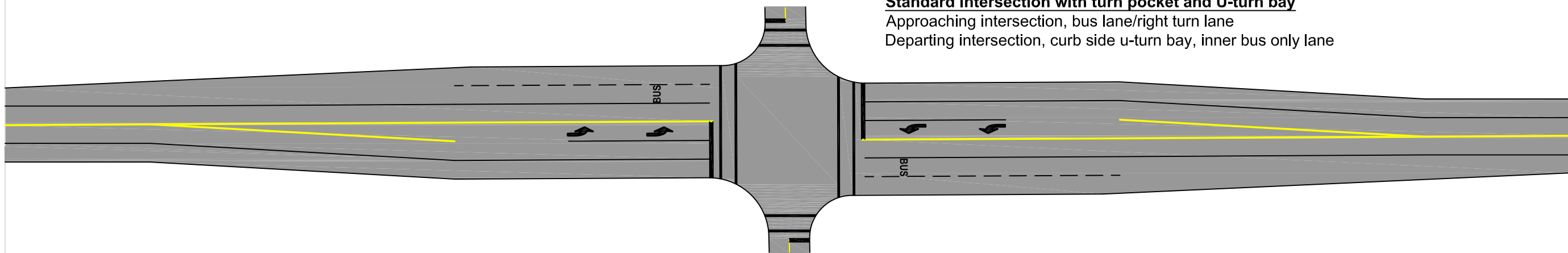
2-Lane Roundabout

2 lanes eastbound westbound, with curbside bus and turn lane

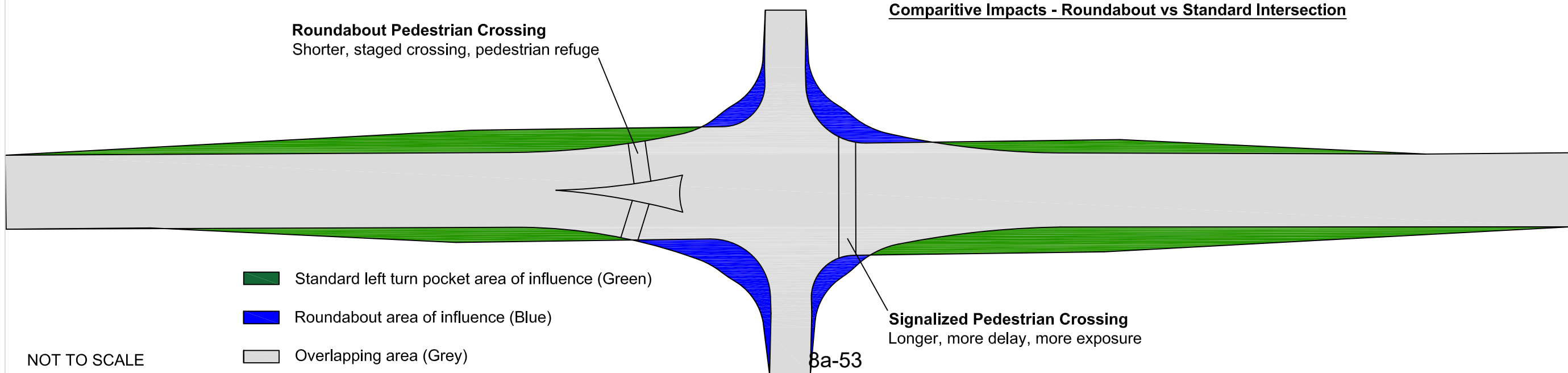


Standard intersection with turn pocket and U-turn bay

Approaching intersection, bus lane/right turn lane
 Departing intersection, curb side u-turn bay, inner bus only lane



Comparitive Impacts - Roundabout vs Standard Intersection



Standard left turn pocket area of influence (Green)

Roundabout area of influence (Blue)

Overlapping area (Grey)

Signalized Pedestrian Crossing
 Longer, more delay, more exposure

NOT TO SCALE

8a-53



CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of City Programs Funded by the Vehicle License Fee and Washington State Initiative 976		
DEPARTMENT:	Public Works		
PRESENTED BY:	Randy Witt, Public Works Director		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

On March 19, 2018, a state-wide initiative to repeal, reduce, or remove authority to impose certain vehicle taxes and fees; limit annual motor-vehicle-license fees to \$30, except voter-approved charges; and base vehicle taxes on Kelley Blue Book value was filed with the Washington State Secretary of State. The Secretary of State declared that enough valid signatures were submitted for the initiative and that the measure was certified to the legislature on January 15, 2019. The Washington State Legislature adjourned early this year without acting on Initiative 976 (I-976), thereby certifying it for the ballot in November 2019.

The City currently imposes a \$40 vehicle license fee (VLF) per year on all vehicles registered in Shoreline. The initial \$20 vehicle license fee for transportation improvements was enacted in 2009, and the second \$20 to support the repair and maintenance of the City's sidewalk network was enacted in 2018. At the time of enactment, the initial \$20 VLF was anticipated to generate approximately \$600,000 annually. The initial \$20 VLF has helped fund the City's Annual Road Surface Maintenance (ARSM) program. The second \$20 was anticipated to generate an additional \$830,000 annually. With the previous \$20 vehicle license fee, a total of approximately \$1,660,000 is generated annually in VLF in Shoreline.

If passed by the voters in the general election this fall, I-976 would significantly disrupt funding of roadway and sidewalk preservation projects and reduce funds for new transportation projects in the City as well as regionally. Tonight, the City Council will discuss the impacts to the City transportation projects if I-976 passes and determine if there is interest in taking a formal position on the Initiative.

RESOURCE/FINANCIAL IMPACT:

Passage of I-976 would reverse the City Council actions that implemented a \$20 VLF in 2009 that supports the City's pavement preservation program, and the \$20 VLF in 2018 to support the repair and maintenance of the City's sidewalk network. In 2019, in total, the VLFs are estimated to generate approximately \$1,452,500 due to a partial year collection of the sidewalk VLF. In 2020, the VLFs are estimated to generate

approximately \$1,660,000. A similar amount of annual revenue from the total \$40 VLF would continue into the future.

RECOMMENDATION

Tonight, the City Council will discuss impacts to the City transportation projects if I-976 is approved by Washington State voters. Staff recommends that the Council consider adoption of a resolution in opposition to I-976, given the anticipated impacts to the City's funding of the ARSM and Sidewalk Rehabilitation programs. If there is interest in taking a formal position on the Initiative, staff are prepared to return on August 12, 2019 with a Resolution for Council consideration.

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

BACKGROUND

Initiative 976 (I-976) touches on several City Council actions related to Shoreline's Transportation Benefit District, policies and budget. I-976 will also impact funding for State and Sound Transit projects that support transportation in Shoreline and around the region. These are discussed below.

Shoreline's Transportation Benefit District (TBD)

Consistent with RCW 36.73, the Shoreline City Council created a Transportation Benefit District (TBD) in June 2009 for the purpose of acquiring, constructing, improving, providing, and funding transportation improvements that are in the City's transportation plan. The TBD first levied a \$20 per vehicle per year VLF for all vehicles registered in Shoreline in 2009 to provide revenue to support the City's Annual Road Surface Maintenance (ARSM) program. In 2018 the TBD levied an additional \$20 per vehicle per year VLF to provide revenue to support the City's Sidewalk Rehabilitation program.

The total VLF levied by the City is \$40 per vehicle per year. The VLFs are collected by the Washington State Department of Licensing and is expected to generate approximately \$1,660,000 in 2020 and a similar amount annually thereafter.

\$20 Vehicle License Fee for Street Maintenance (2009)

In 2009, the City's resident surveys consistently ranked transportation system maintenance and improvements as very important. The City's long-term financial projections indicated that current revenues would not be adequate to maintain the current level of funding for critical City services including those provided in the City's Street Fund and the pavement management program

A Citizen's Advisory Committee recommended that the City Council form a TBD and adopt the \$20 vehicle license fee to fund transportation system maintenance and improvements. At that time staff estimated that the \$20 vehicle license fee would generate approximately \$600,000 annually. Revenues generated by the TBD are used for transportation improvements that preserve, maintain and operate the existing transportation infrastructure of the City and any other transportation improvements that are consistent with existing state, regional, and local transportation plans and necessitated by existing or reasonably foreseeable congestion levels.

On July 13, 2009, the Shoreline Transportation Benefit District Board adopted Ordinance No. 1 imposing a \$20 vehicle license fee. The staff report from that Board meeting can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Staffreports/2009/stafreport071309TBD-4a.pdf>.

Since imposition of the VLF, this fee has provided most of the funding for the ARSM Program, funding asphalt overlays on a little over 20 miles of roadway and BST to approximately 102 miles of roadway. It is estimated to generate approximately \$830,000 in 2019.

\$20 Vehicle License Fee for Sidewalk Repair, Retrofit and Maintenance (2018)

The need for additional funding for maintenance of existing sidewalks had also been identified as a high priority for several years in the City's resident surveys. The City's development of the Americans with Disabilities Act (ADA) Transition Plan in 2016 - 2018 included condition inspections of the existing sidewalks and curb ramps. The preliminary results of the inspections discussed at the April 2018 City Council meeting indicated that over \$110 million is needed for repairs, including replacement and retrofitting existing sidewalks and curb ramps to meet ADA standards. At that time, funding for the Curb Ramp, Gutter, and Sidewalk Maintenance Program was very limited, historically \$152,000 from the City's general fund was used for this annual program and six-year Capital Improvement Plans showed increasing the funding to approximately \$200,000 per year starting in 2020. This funding level would not meet the need for repair and replacement of existing sidewalks.

The City Council discussed options for increasing funding for sidewalk maintenance and repair during their 2016 and 2017 Annual Strategic Planning Workshops. On June 4, 2018, the City Council adopted Ordinance No. 822 to increase the current Vehicle License Fee by \$20 per vehicle per year to provide revenue to support the repair and maintenance of the City's sidewalk network. The 2018 \$20 VLF was anticipated to generate \$830,000 annually. Because the collection of the tax did not begin until April 2019, we anticipate collecting only \$622,500 or 75% of the annual amount in 2019. The staff report from that City Council meeting can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2017/staffreport112017-9a.pdf>.

City Ten-year Financial Sustainability Plan

In 2014, the City Council identified in its 10 Year Financial Sustainability Plan a strategy to replace the annual General Fund support of the Roads Capital Fund, with a dedicated revenue source to reduce the size of potential future operating budget gaps (Target 5). While a portion of the second \$20 VLF serves as a dedicated revenue source to replace this ongoing funding source, Council has directed staff to continue to evaluate the ability of the General Fund to provide additional funding to this program during each budget process as one-time contributions. The 2019-2020 Biennial budget includes a one-time General Fund contribution of \$305,000. The staff report and the 10 YFSP can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2014/staffreport061614-8a.pdf>.

Budget Policy Regarding Preserving Existing Infrastructure Before Building New Facilities

The City Budget and Capital Improvement Program (CIP) Plan Policies stipulate several important policy considerations are the basis for the CIP. These policies provide guidelines for all financial aspects of the CIP, and ultimately affect the project selection process. Relevant to this issue is the policy regarding preservation of existing capital infrastructure before building new facilities. (Section VI.J):

- J. Preserve Existing Capital Infrastructure Before Building New Facilities: It is the City's policy to ensure that adequate resources are allocated to preserve the City's existing infrastructure before targeting resources toward building new*

facilities that also have maintenance obligations. This policy addresses the need to protect the City's historical investment in capital facilities and to avoid embarking on a facility enhancement program which, together with the existing facilities, the City cannot afford to adequately maintain.

The City Budget and Capital Improvement Program (CIP) Plan Policies can be found at the following link: <http://www.shorelinewa.gov/Home/ShowDocument?id=264>.

Initiative 976

Initiative 976 will be on the November ballot this year. It was designed to do the following:

- Limit annual license fees for vehicles weighing under 10,000 pounds at \$30 except voter-approved charges;
- Base vehicle taxes on the Kelley Blue Book value rather than the manufacturer's suggested retail price;
- Repeals local Transportation Benefit District (TBD) fees;
- Repeals the \$150 fee on electric vehicles;
- Repeal authorization for certain regional transit authorities, such as Sound Transit, to impose motor vehicle excise taxes; and
- Limits certain taxes and fees related to transportation.

The initiative impacts vehicle registration fees, but not other TBD funding options - including sales tax. Some refer to I-976 as the "\$30 Tabs Initiative". The ballot measure text for I-976 can be found in Attachment A. Additional information on I-976 can be found at the following link:

[https://ballotpedia.org/Washington_Initiative_976,_Limits_on_Motor_Vehicle_Taxes_and_Fees_Measure_\(2019\)](https://ballotpedia.org/Washington_Initiative_976,_Limits_on_Motor_Vehicle_Taxes_and_Fees_Measure_(2019)).

City Transportation Funding

Primary sources of revenue to the City for transportation capital projects comes from the VLFs, Real Estate Excise Tax (REET), transportation impact fees (TIF) (on select projects), and the General Fund. In addition, the City pursues, and has been reasonably successful in receiving, state and federal grants and loans. City funds are used as "grant match" required to secure grants. The table below shows the revenue collections over the last 10 years that support transportation capital projects.

Revenues Supporting Transportation Capital Projects

Year	2009 VLF	2018 VLF	REET	TIF	Grants**	Other**	Total
2009			\$ 479,306		\$ 8,218,909	\$ 5,085,440	\$ 13,783,655
2010	\$ 590,917		\$ 454,041		\$ 10,291,758	\$ 9,204,693	\$ 20,541,409
2011	\$ 761,270		\$ 426,769		\$ 17,779,737	\$ 5,739,456	\$ 24,707,232
2012	\$ 750,432		\$ 651,141		\$ 7,443,757	\$ 272,641	\$ 9,117,971
2013	\$ 766,062		\$ 817,221		\$ 2,211,953	\$ 348,412	\$ 4,143,648
2014	\$ 788,395		\$ 965,597		\$ 10,457,843	\$ 5,777,009	\$ 17,988,844
2015	\$ 818,017		\$ 1,468,014	\$ 254,629	\$ 11,006,970	\$ 1,629,758	\$ 15,177,388
2016	\$ 830,481		\$ 1,272,745	\$ 943,519	\$ 3,909,135	\$ 382,352	\$ 7,338,231
2017	\$ 830,269		\$ 1,866,612	\$ 985,668	\$ 2,803,999	\$ 10,820	\$ 6,497,368
2018	\$ 841,641		\$ 1,686,287	\$ 907,336	\$ 1,186,482	\$ 18,734	\$ 4,640,480
2019*	\$ 830,000	\$ 622,500	\$ 1,164,953	\$ 162,000	\$ 6,852,675	\$ 200,000	\$ 9,832,128
2020*	\$ 830,000	\$ 830,000	\$ 1,168,119	\$ 324,000	\$ 4,546,500	\$ 5,440,000	\$ 13,138,619
Total	\$8,637,482	\$1,452,500	\$12,420,805	\$3,577,152	\$ 86,709,718	\$ 34,109,315	\$ 146,906,972

*2019 and 2020 amounts are estimates used in the biannual budget.

**Not all grant and other funds may be captured in this table.

This initiative would end the collection of the 2009 and 2018 \$20 VLFs reducing the funding used for pavement preservation and sidewalk repair, retrofit and maintenance, a loss of approximately \$1,660,000 annually.

VLF Support for State and Sound Transit Projects

Sound Transit

If the initiative were enacted, enforced, and feasible to implement, Sound Transit estimates that the direct fiscal impact would be approximately \$6.95 billion through 2041. The Sound Transit VLF is currently allocated to planning, design and construction of projects approved by voters in 2016. Adding indirect costs, such as delay-related cost inflation and higher borrowing costs, the agency estimates the total impact to exceed \$20 billion. The initiative greatly reduces available resources for transit expansions and seeks to require the agency to collect and divert taxes from completing voter-approved projects to retire debt early. To absorb the financial impact, the Sound Transit Board of Directors would need to start as early as 2020 to curtail the program by delaying and/or cancelling projects. For more information on impacts to Sound Transit, see Attachment B.

State Transportation Budget

The initiative would reduce the state transportation budget by a little more than half a billion in the first two years. The bulk of the impact will be on the multimodal account, and that account is used for many purposes that includes transit, pedestrian, state patrol, and ferries. It appears TBDs would see a significant loss of revenue. It is not clear what will happen to the portion of a TBD that adopted by a public vote versus council action. The initiative would only impact the vehicle registration fees and not

other TBD funding options. The Washington State House and Senate I-976 Fiscal Notes can be found at the following link:

<https://fortress.wa.gov/ofm/fnspublic/FNSPublicSearch/Search/976/66>.

DISCUSSION

As noted earlier in this report, the existing VLFs are used to fund two programs: the ARSM and Sidewalk Rehabilitation programs. The adopted 2019-2024 CIP includes the revenue sources for these two programs:

Annual Road Surface Maintenance

Revenue Source	2019	2020	2021	2022	2023	2024	Total
VLF	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 4,980,000
Grants	\$ 576,000						\$ 576,000
Roads Capital	\$ 1,284,000	\$ 880,000	\$ 676,000	\$ 1,019,000	\$ 70,000	\$ 370,000	\$ 4,299,000
Total	\$ 2,690,000	\$ 1,710,000	\$ 1,506,000	\$ 1,849,000	\$ 900,000	\$ 1,200,000	\$ 9,855,000

Sidewalk Rehabilitation

Revenue Source	2019	2020	2021	2022	2023	2024	Total
VLF	\$ 622,500	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 4,772,500
General Fund	\$ 152,517	\$ 152,517	\$ 76,000	\$ 76,000			\$ 457,034
Total	\$ 775,017	\$ 982,517	\$ 906,000	\$ 906,000	\$ 830,000	\$ 830,000	\$ 5,229,534

In reviewing the funding of both programs, the potential loss of VLF would have a significant impact to both programs. Based on the six year total the VLF is approximately 51% of the funding for the ARSM program. As identified previously, the Sidewalk Rehabilitation program previously received \$152,000 annually from the General Fund. The 2018 VLF is intended to fully fund this program. If the VLF is eliminated, the Sidewalk Rehabilitation program will essentially be unfunded.

The Roads Capital Fund is made up by projects with a variety of sources but VLF and REET are the primary sources of funding other than grants. Based on the six-year CIP, REET provides an estimated \$7.62 million compared with the estimated \$9.75 million from VLF. If the VLF were to be eliminated, REET would not generate enough revenue to replace the VLF, therefore necessitating the elimination of capital projects that cannot be funded. It is also worth noting that VLF is more stable and predictable funding source when compared to REET which varies with the economy/real estate market. After several strong years of REET collections the revenues have started to decline which is projected in the adopted CIP.

While the loss of the VLF revenue would have direct impacts to the two programs that principally utilize the funding, it is a reasonable assumption that there would be significant impacts to other projects and programs as the remaining revenue is re-distributed. These adjustments would have the following anticipated impacts:

- Reduction of the Pavement Preservation Program (overlay and chip seals) this will delay preservation of an important and costly asset.
- Ending the Sidewalk Rehabilitation Program.
- Loss of the ability to set aside revenue to support grant match funding and thereby risking projects currently funded by grants and reducing opportunities to apply for grants for other transportation projects. The current CIP sets aside \$250,000 per year as “grant match” to support a variety of grant applications.
- Following the current policy regarding preservation of existing capital infrastructure before building new facilities, additional impacts to other projects could be expected. Projects funded by the Roads Capital Fund that would potential be impacted include Traffic Safety Improvements and Traffic Signal Rehabilitation.
- Reduction in the opportunity or flexibility to use Roads Capital Fund to supplement grant projects that are not fully funded by the grant or become partially as a result of increases to cost estimates beyond the grant amount.
- Increased need for support from General Fund to provide funding as grant match or to fund other City transportation priorities.

There are two other funding sources that support transportation projects - Transportation Impact Fees (TIF) and voter approved Sales and Use Tax for construction of new sidewalks. These revenue sources have restrictions or constraints that limit the ability to re-allocate the revenue to other projects. TIF is limited to growth projects defined at the time the TIF was established. Currently, this revenue is providing grant match to the N 175th St. Improvements. The voter approved Sales and Use Tax is limited to sidewalk improvements. The provisions of the ballot measure do allow this revenue source to be used for additional new sidewalk and maintenance of existing sidewalk provided the initial twelve sidewalk projects remain fully funded.

Overall, while the VLF is currently only funding two programs, the loss of \$1,660,000 per year would have an impact on the entire transportation program as the remaining revenue is re-allocated and adjusted.

Option for Council's Consideration

The City Council has the option to take a position on a measure before the voters. State law (RCW 42.17A.555) allows a legislative body to express support or opposition if its meeting notice includes the title and number of the ballot proposition, and if those who have an opposing view are afforded an approximately equal opportunity to express an opinion. If the City Council desires to take an official position on I-976, the Council can direct staff to generate a resolution stating its support for/opposition to the initiative.

Staff recommends that the Council consider adoption of a resolution in opposition to I-976, given the anticipated impacts to the City's funding of the ARSM and Sidewalk Rehabilitation programs, on August 12. If Council directs staff to draft such a resolution, staff will include time for the public comment on the resolution after the staff presentation and ensure that equal opportunity is provided to those with an opposing view to express their opinion.

COUNCIL GOAL(S) ADDRESSED

Initiative 976 primarily interacts with two council goals and the 10 Year Financial Sustainability Plan.

- City Council Goal 2: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, notably Action Steps #1 - Implement the Sidewalk Repair and Construction Program and #5 - Continue implementing a comprehensive asset management system, including condition assessment and lifecycle/risk analysis for the City's streets, facilities, trees, parks, and utilities
- Goal 3: Continue preparation for regional mass transit in Shoreline
- In 2014, the City Council identified in its 10 Year Financial Sustainability Plan a strategy to replace the annual General Fund support of the Roads Capital Fund, with a dedicated revenue source to reduce the size of potential future operating budget gaps. A portion of the \$20 VLFs serves as this dedicated revenue source.

RESOURCE/FINANCIAL IMPACT

Passage of I-976 would reverse the City Council actions that implemented a \$20 VLF in 2009 that supports the City's pavement preservation program, and the \$20 VLF in 2018 to support the repair and maintenance of the City's sidewalk network. In 2019, in total, the VLFs are estimated to generate approximately \$1,452,500 due to a partial year collection of the sidewalk VLF and in 2020 they are estimated to generate approximately \$1,660,000 which would no longer be available for these uses. A similar amount of revenue from the total \$40 VLF would continue into the future.

RECOMMENDATION

Tonight, the City Council will discuss impacts to the City transportation projects if I-976 is approved by Washington State voters. Staff recommends that the Council consider adoption of a resolution in opposition to I-976, given the anticipated impacts to the City's funding of the ARSM and Sidewalk Rehabilitation programs. If there is interest in taking a formal position on the Initiative, staff are prepared to return on August 12, 2019 with a Resolution for Council consideration.

ATTACHMENTS

Attachment A: I-976 Ballot Measure

Attachment B: Sound Transit I-976 Fiscal Impact

Initiative Measure No. 976, filed March 19, 2018

BRING BACK OUR \$30 CAR TABS

AN ACT Relating to limiting state and local taxes, fees, and other charges relating to vehicles; amending RCW 46.17.350, 46.17.355, 46.17.323, 82.08.020, 82.44.065, 81.104.140, and 81.104.160; adding a new section to chapter 46.17 RCW; adding a new section to chapter 82.44 RCW; adding a new section to chapter 81.112 RCW; creating new sections; repealing RCW 46.17.365, 46.68.415, 82.80.130, 82.80.140, 82.44.035, and 81.104.160; and providing an effective date.

BE IT ENACTED BY THE PEOPLE OF THE STATE OF WASHINGTON:

POLICIES AND PURPOSES

NEW SECTION. **Sec. 1.** Voters have repeatedly approved initiatives limiting vehicle costs, yet politicians keep ignoring the voters' repeated, unambiguous mandate by imposing higher and

higher vehicle taxes and fees. It's not fair and it must stop. Without this follow-up ballot measure, vehicle costs will continue to skyrocket until vehicle charges are obscenely expensive, as they were prior to Initiative 695. This measure and each of its provisions limit state and local taxes, fees, and other charges relating to motor vehicles. This measure would limit annual motor vehicle license fees to \$30, except voter-approved charges, repeal and remove authority to impose certain vehicle taxes and charges; and base vehicle taxes on Kelley Blue Book rather than the dishonest, inaccurate, and artificially inflated manufacturer's suggested retail price (MSRP). Voters have repeatedly approved initiatives limiting vehicle costs. Politicians must learn to listen to the people.

**LIMITING ANNUAL MOTOR-VEHICLE-LICENSE FEES TO \$30,
EXCEPT VOTER-APPROVED CHARGES**

NEW SECTION. **Sec. 2.** A new section is added to chapter 46.17 RCW to read as follows:

(1) State and local motor vehicle license fees may not exceed \$30 per year for motor vehicles, regardless of year, value, make, or model.

(2) For the purposes of this section, "state and local motor vehicle license fees" means the general license tab fees paid annually for licensing motor vehicles, including but not limited to cars, sport utility vehicles, light trucks under RCW 46.17.355, motorcycles, and motor homes, and do not include charges approved by voters after the effective date of this section. This annual fee must be paid and collected annually and is due at the time of initial and renewal vehicle registration.

Sec. 3. RCW 46.17.350 and 2014 c 30 s 2 are each amended to read as follows:

(1) Before accepting an application for a vehicle registration, the department, county auditor or other agent, or subagent appointed

by the director shall require the applicant, unless specifically exempt, to pay the following vehicle license fee by vehicle type:

VEHICLE TYPE	INITIAL FEE	RENEWAL FEE	DISTRIBUTED UNDER
(a) Auto stage, six seats or less	\$ 30.00	\$ 30.00	RCW 46.68.030
(b) Camper	\$ 4.90	\$ 3.50	RCW 46.68.030
(c) Commercial trailer	\$ ((34.00)) <u>30.00</u>	\$ 30.00	RCW 46.68.035
(d) For hire vehicle, six seats or less	\$ 30.00	\$ 30.00	RCW 46.68.030
(e) Mobile home (if registered)	\$ 30.00	\$ 30.00	RCW 46.68.030
(f) Moped	\$ 30.00	\$ 30.00	RCW 46.68.030
(g) Motor home	\$ 30.00	\$ 30.00	RCW 46.68.030
(h) Motorcycle	\$ 30.00	\$ 30.00	RCW 46.68.030
(i) Off-road vehicle	\$ 18.00	\$ 18.00	RCW 46.68.045
(j) Passenger car	\$ 30.00	\$ 30.00	RCW 46.68.030
(k) Private use single-axle trailer	\$ 15.00	\$ 15.00	RCW 46.68.035
(l) Snowmobile	\$ ((50.00)) <u>30.00</u>	\$ ((50.00)) <u>30.00</u>	RCW 46.68.350
(m) Snowmobile, vintage	\$ 12.00	\$ 12.00	RCW 46.68.350
(n) Sport utility vehicle	\$ 30.00	\$ 30.00	RCW 46.68.030
(o) Tow truck	\$ 30.00	\$ 30.00	RCW 46.68.030
(p) Trailer, over 2000 pounds	\$ 30.00	\$ 30.00	RCW 46.68.030
(q) Travel trailer	\$ 30.00	\$ 30.00	RCW 46.68.030
(r) Wheeled all-terrain vehicle, on-road use	\$ 12.00	\$ 12.00	RCW 46.09.540

(s) Wheeled all-terrain \$ 18.00 \$ 18.00 RCW 46.09.510

vehicle, off-road

use

(2) The vehicle license fee required in subsection (1) of this section is in addition to the filing fee required under RCW 46.17.005, and any other fee or tax required by law.

Sec. 4. RCW 46.17.355 and 2015 3rd sp.s. c 44 s 201 are each amended to read as follows:

(1)(a) For vehicle registrations that are due or become due before July 1, 2016, in lieu of the vehicle license fee required under RCW 46.17.350 and before accepting an application for a vehicle registration for motor vehicles described in RCW 46.16A.455, the department, county auditor or other agent, or subagent appointed by the director shall require the applicant, unless specifically exempt, to pay the following license fee by weight:

WEIGHT	SCHEDULE A	SCHEDULE B
4,000 pounds	\$ 38.00	\$ 38.00
6,000 pounds	\$ 48.00	\$ 48.00
8,000 pounds	\$ 58.00	\$ 58.00
10,000 pounds	\$ 60.00	\$ 60.00
12,000 pounds	\$ 77.00	\$ 77.00
14,000 pounds	\$ 88.00	\$ 88.00
16,000 pounds	\$ 100.00	\$ 100.00
18,000 pounds	\$ 152.00	\$ 152.00
20,000 pounds	\$ 169.00	\$ 169.00
22,000 pounds	\$ 183.00	\$ 183.00
24,000 pounds	\$ 198.00	\$ 198.00
26,000 pounds	\$ 209.00	\$ 209.00
28,000 pounds	\$ 247.00	\$ 247.00
30,000 pounds	\$ 285.00	\$ 285.00
32,000 pounds	\$ 344.00	\$ 344.00
34,000 pounds	\$ 366.00	\$ 366.00
36,000 pounds	\$ 397.00	\$ 397.00
38,000 pounds	\$ 436.00	\$ 436.00

Attachment A

40,000 pounds	\$ 499.00	\$ 499.00
42,000 pounds	\$ 519.00	\$ 609.00
44,000 pounds	\$ 530.00	\$ 620.00
46,000 pounds	\$ 570.00	\$ 660.00
48,000 pounds	\$ 594.00	\$ 684.00
50,000 pounds	\$ 645.00	\$ 735.00
52,000 pounds	\$ 678.00	\$ 768.00
54,000 pounds	\$ 732.00	\$ 822.00
56,000 pounds	\$ 773.00	\$ 863.00
58,000 pounds	\$ 804.00	\$ 894.00
60,000 pounds	\$ 857.00	\$ 947.00
62,000 pounds	\$ 919.00	\$ 1,009.00
64,000 pounds	\$ 939.00	\$ 1,029.00
66,000 pounds	\$ 1,046.00	\$ 1,136.00
68,000 pounds	\$ 1,091.00	\$ 1,181.00
70,000 pounds	\$ 1,175.00	\$ 1,265.00
72,000 pounds	\$ 1,257.00	\$ 1,347.00
74,000 pounds	\$ 1,366.00	\$ 1,456.00
76,000 pounds	\$ 1,476.00	\$ 1,566.00
78,000 pounds	\$ 1,612.00	\$ 1,702.00
80,000 pounds	\$ 1,740.00	\$ 1,830.00
82,000 pounds	\$ 1,861.00	\$ 1,951.00
84,000 pounds	\$ 1,981.00	\$ 2,071.00
86,000 pounds	\$ 2,102.00	\$ 2,192.00
88,000 pounds	\$ 2,223.00	\$ 2,313.00
90,000 pounds	\$ 2,344.00	\$ 2,434.00
92,000 pounds	\$ 2,464.00	\$ 2,554.00
94,000 pounds	\$ 2,585.00	\$ 2,675.00
96,000 pounds	\$ 2,706.00	\$ 2,796.00
98,000 pounds	\$ 2,827.00	\$ 2,917.00
100,000 pounds	\$ 2,947.00	\$ 3,037.00
102,000 pounds	\$ 3,068.00	\$ 3,158.00
104,000 pounds	\$ 3,189.00	\$ 3,279.00
105,500 pounds	\$ 3,310.00	\$ 3,400.00

Attachment A

(b) For vehicle registrations that are due or become due on or after July 1, 2016, in lieu of the vehicle license fee required under RCW 46.17.350 and before accepting an application for a vehicle registration for motor vehicles described in RCW 46.16A.455, the department, county auditor or other agent, or subagent appointed by the director shall require the applicant, unless specifically exempt, to pay the following license fee by gross weight:

WEIGHT	SCHEDULE A	SCHEDULE B
4,000 pounds	\$ (53.00) <u>30.00</u>	\$ (53.00) <u>30.00</u>
6,000 pounds	\$ (73.00) <u>30.00</u>	\$ (73.00) <u>30.00</u>
8,000 pounds	\$ (93.00) <u>30.00</u>	\$ (93.00) <u>30.00</u>
10,000 pounds	\$ (93.00) <u>30.00</u>	\$ (93.00) <u>30.00</u>
12,000 pounds	\$ 81.00	\$ 81.00
14,000 pounds	\$ 88.00	\$ 88.00
16,000 pounds	\$ 100.00	\$ 100.00
18,000 pounds	\$ 152.00	\$ 152.00
20,000 pounds	\$ 169.00	\$ 169.00
22,000 pounds	\$ 183.00	\$ 183.00
24,000 pounds	\$ 198.00	\$ 198.00
26,000 pounds	\$ 209.00	\$ 209.00
28,000 pounds	\$ 247.00	\$ 247.00
30,000 pounds	\$ 285.00	\$ 285.00
32,000 pounds	\$ 344.00	\$ 344.00
34,000 pounds	\$ 366.00	\$ 366.00
36,000 pounds	\$ 397.00	\$ 397.00
38,000 pounds	\$ 436.00	\$ 436.00
40,000 pounds	\$ 499.00	\$ 499.00
42,000 pounds	\$ 519.00	\$ 609.00
44,000 pounds	\$ 530.00	\$ 620.00
46,000 pounds	\$ 570.00	\$ 660.00
48,000 pounds	\$ 594.00	\$ 684.00
50,000 pounds	\$ 645.00	\$ 735.00
52,000 pounds	\$ 678.00	\$ 768.00
54,000 pounds	\$ 732.00	\$ 822.00
56,000 pounds	\$ 773.00	\$ 863.00

Attachment A

58,000 pounds	\$ 804.00	\$ 894.00
60,000 pounds	\$ 857.00	\$ 947.00
62,000 pounds	\$ 919.00	\$ 1,009.00
64,000 pounds	\$ 939.00	\$ 1,029.00
66,000 pounds	\$ 1,046.00	\$ 1,136.00
68,000 pounds	\$ 1,091.00	\$ 1,181.00
70,000 pounds	\$ 1,175.00	\$ 1,265.00
72,000 pounds	\$ 1,257.00	\$ 1,347.00
74,000 pounds	\$ 1,366.00	\$ 1,456.00
76,000 pounds	\$ 1,476.00	\$ 1,566.00
78,000 pounds	\$ 1,612.00	\$ 1,702.00
80,000 pounds	\$ 1,740.00	\$ 1,830.00
82,000 pounds	\$ 1,861.00	\$ 1,951.00
84,000 pounds	\$ 1,981.00	\$ 2,071.00
86,000 pounds	\$ 2,102.00	\$ 2,192.00
88,000 pounds	\$ 2,223.00	\$ 2,313.00
90,000 pounds	\$ 2,344.00	\$ 2,434.00
92,000 pounds	\$ 2,464.00	\$ 2,554.00
94,000 pounds	\$ 2,585.00	\$ 2,675.00
96,000 pounds	\$ 2,706.00	\$ 2,796.00
98,000 pounds	\$ 2,827.00	\$ 2,917.00
100,000 pounds	\$ 2,947.00	\$ 3,037.00
102,000 pounds	\$ 3,068.00	\$ 3,158.00
104,000 pounds	\$ 3,189.00	\$ 3,279.00
105,500 pounds	\$ 3,310.00	\$ 3,400.00

(2) Schedule A applies to vehicles either used exclusively for hauling logs or that do not tow trailers. Schedule B applies to vehicles that tow trailers and are not covered under Schedule A.

(3) If the resultant gross weight is not listed in the table provided in subsection (1) of this section, it must be increased to the next higher weight.

(4) The license fees provided in subsection (1) of this section and the freight project fee provided in subsection (~~((6))~~) (7) of this section are in addition to the filing fee required under RCW 46.17.005 and any other fee or tax required by law.

(5) The license fees provided in subsection (1) of this section for light trucks weighing 10,000 pounds or less are limited to \$30.

(6) The license fee based on declared gross weight as provided in subsection (1) of this section must be distributed under RCW 46.68.035.

~~((6))~~ (7) For vehicle registrations that are due or become due on or after July 1, 2016, in addition to the license fee based on declared gross weight as provided in subsection (1) of this section, the department, county auditor or other agent, or subagent appointed by the director must require an applicant with a vehicle with a declared gross weight of more than 10,000 pounds, unless specifically exempt, to pay a freight project fee equal to fifteen percent of the license fee provided in subsection (1) of this section, rounded to the nearest whole dollar, which must be distributed under RCW 46.68.035.

~~((7))~~ (8) For vehicle registrations that are due or become due on or after July 1, 2022, in addition to the license fee based on declared gross weight as provided in subsection (1) of this section, the department, county auditor or other agent, or subagent appointed by the director must require an applicant with a vehicle with a declared gross weight of less than or equal to 12,000 pounds, unless specifically exempt, to pay an additional weight fee of ten dollars, which must be distributed under RCW 46.68.035.

Sec. 5. RCW 46.17.323 and 2015 3rd sp.s. c 44 s 203 are each amended to read as follows:

(1) Before accepting an application for an annual vehicle registration renewal for a vehicle that both (a) uses at least one method of propulsion that is capable of being reenergized by an external source of electricity and (b) is capable of traveling at least thirty miles using only battery power, the department, county auditor or other agent, or subagent appointed by the director must require the applicant to pay a ~~((one hundred dollar fee in addition to any other fees and taxes required by law))~~ \$30 fee. The ~~((one~~

~~hundred thirty dollar~~)) \$30 fee is due only at the time of annual registration renewal.

(2) This section only applies to a vehicle that is designed to have the capability to drive at a speed of more than thirty-five miles per hour.

~~(3)((a) The fee under this section is imposed to provide funds to mitigate the impact of vehicles on state roads and highways and for the purpose of evaluating the feasibility of transitioning from a revenue collection system based on fuel taxes to a road user assessment system, and is separate and distinct from other vehicle license fees. Proceeds from the fee must be used for highway purposes, and must be deposited in the motor vehicle fund created in RCW 46.68.070, subject to (b) of this subsection.~~

~~(b))~~ If in any year the amount of proceeds from the fee collected under this section exceeds one million dollars, the excess amount over one million dollars must be deposited as follows:

~~((i))~~ (a) Seventy percent to the motor vehicle fund created in RCW 46.68.070;

~~((ii))~~ (b) Fifteen percent to the transportation improvement account created in RCW 47.26.084; and

~~((iii))~~ (c) Fifteen percent to the rural arterial trust account created in RCW 36.79.020.

~~((4)(a) In addition to the fee established in subsection (1) of this section, before accepting an application for an annual vehicle registration renewal for a vehicle that both (i) uses at least one method of propulsion that is capable of being reenergized by an external source of electricity and (ii) is capable of traveling at least thirty miles using only battery power, the department, county auditor or other agent, or subagent appointed by the director must require the applicant to pay a fifty dollar fee.~~

~~(b) The fee required under (a) of this subsection must be distributed as follows:~~

~~(i) The first one million dollars raised by the fee must be deposited into the multimodal transportation account created in RCW 47.66.070; and~~

~~(ii) Any remaining amounts must be deposited into the motor vehicle fund created in RCW 46.68.070.~~

~~(5) This section applies to annual vehicle registration renewals until the effective date of enacted legislation that imposes a vehicle miles traveled fee or tax.)~~

**REPEAL AND REMOVE AUTHORITY TO IMPOSE
CERTAIN VEHICLE TAXES AND CHARGES**

Sec. 6. The following acts or parts of acts are each repealed:

(1) RCW 46.17.365 (Motor vehicle weight fee—Motor home vehicle weight fee) and 2015 3rd sp.s. c 44 s 202 & 2010 c 161 s 533;

(2) RCW 46.68.415 (Motor vehicle weight fee, motor home vehicle weight fee—Disposition) and 2010 c 161 s 813;

(3) RCW 82.80.130 (Passenger-only ferry service—Local option motor vehicle excise tax authorized) and 2010 c 161 s 916, 2006 c 318 s 4, & 2003 c 83 s 206; and

(4) RCW 82.80.140 (Vehicle fee—Transportation benefit district—Exemptions) and 2015 3rd sp.s. c 44 s 310, 2010 c 161 s 917, 2007 c 329 s 2, & 2005 c 336 s 16.

Sec. 7. RCW 82.08.020 and 2014 c 140 s 12 are each amended to read as follows:

(1) There is levied and collected a tax equal to six and five-tenths percent of the selling price on each retail sale in this state of:

(a) Tangible personal property, unless the sale is specifically excluded from the RCW 82.04.050 definition of retail sale;

(b) Digital goods, digital codes, and digital automated services, if the sale is included within the RCW 82.04.050 definition of retail sale;

(c) Services, other than digital automated services, included within the RCW 82.04.050 definition of retail sale;

(d) Extended warranties to consumers; and

(e) Anything else, the sale of which is included within the RCW 82.04.050 definition of retail sale.

(2) There is levied and collected an additional tax on each retail car rental, regardless of whether the vehicle is licensed in this state, equal to five and nine-tenths percent of the selling price. The revenue collected under this subsection must be deposited in the multimodal transportation account created in RCW 47.66.070.

~~(3) ((Beginning July 1, 2003, there is levied and collected an additional tax of three-tenths of one percent of the selling price on each retail sale of a motor vehicle in this state, other than retail car rentals taxed under subsection (2) of this section. The revenue collected under this subsection must be deposited in the multimodal transportation account created in RCW 47.66.070.~~

~~(4) For purposes of subsection (3) of this section, "motor vehicle" has the meaning provided in RCW 46.04.320, but does not include:~~

~~(a) Farm tractors or farm vehicles as defined in RCW 46.04.180 and 46.04.181, unless the farm tractor or farm vehicle is for use in the production of marijuana;~~

~~(b) Off road vehicles as defined in RCW 46.04.365;~~

~~(c) Nonhighway vehicles as defined in RCW 46.09.310; and~~

~~(d) Snowmobiles as defined in RCW 46.04.546.~~

~~(5))~~ Beginning on December 8, 2005, 0.16 percent of the taxes collected under subsection (1) of this section must be dedicated to funding comprehensive performance audits required under RCW 43.09.470. The revenue identified in this subsection must be deposited in the performance audits of government account created in RCW 43.09.475.

~~((6))~~ (4) The taxes imposed under this chapter apply to successive retail sales of the same property.

~~((7))~~ (5) The rates provided in this section apply to taxes imposed under chapter 82.12 RCW as provided in RCW 82.12.020.

BASE VEHICLE TAXES USING KELLEY BLUE BOOK VALUE

NEW SECTION. **Sec. 8.** A new section is added to chapter 82.44 RCW to read as follows:

(1) BASE VEHICLE TAXES USING KELLEY BLUE BOOK VALUE. Any motor vehicle excise tax must be calculated in an honest and accurate way so the burden on vehicle owners is not artificially inflated. For the purpose of determining a vehicle tax, a taxing district imposing a vehicle tax must set a vehicle's taxable value at the vehicle's base model Kelley Blue book value. This ensures an honest and accurate calculation of the tax and, combined with the appeal process in RCW 82.44.065, ensures that vehicle owners are taxed on their vehicle's market value.

(2) For the purpose of determining a tax under this chapter, the value of a truck-type power or trailing unit, or motor vehicle, including a passenger vehicle, motorcycle, motor home, sport utility vehicle, or light duty truck is the base model Kelley Blue book value of the vehicle, excluding applicable federal excise taxes, state and local sales or use taxes, transportation or shipping costs, or preparatory or delivery costs.

Sec. 9. RCW 82.44.065 and 2010 c 161 s 912 each amended to read as follows:

If the department determines a value for a vehicle (~~(equivalent to a manufacturer's base suggested retail price or the value of a truck or trailer under RCW 82.44.035))~~ under section 8 of this act, any person who pays a state or locally imposed tax for that vehicle may appeal the valuation to the department under chapter 34.05 RCW. If the taxpayer is successful on appeal, the department shall refund the excess tax in the manner provided in RCW 82.44.120. Using Kelley Blue Book value ensures an honest and accurate calculation.

NEW SECTION. **Sec. 10.** RCW 81.104.140 and 2015 3rd sp.s. c 44 s 318 are each amended to read as follows:

(1) Agencies authorized to provide high capacity transportation service, including transit agencies and regional transit authorities, and regional transportation investment districts acting

with the agreement of an agency, are hereby granted dedicated funding sources for such systems. These dedicated funding sources, as set forth in RCW 81.104.150, 81.104.160, 81.104.170, and 81.104.175, are authorized only for agencies located in (a) each county with a population of two hundred ten thousand or more and (b) each county with a population of from one hundred twenty-five thousand to less than two hundred ten thousand except for those counties that do not border a county with a population as described under (a) of this subsection. In any county with a population of one million or more or in any county having a population of four hundred thousand or more bordering a county with a population of one million or more, these funding sources may be imposed only by a regional transit authority or a regional transportation investment district. Regional transportation investment districts may, with the approval of the regional transit authority within its boundaries, impose the taxes authorized under this chapter, but only upon approval of the voters and to the extent that the maximum amount of taxes authorized under this chapter have not been imposed.

(2) Agencies planning to construct and operate a high capacity transportation system should also seek other funds, including federal, state, local, and private sector assistance.

(3) Funding sources should satisfy each of the following criteria to the greatest extent possible:

- (a) Acceptability;
- (b) Ease of administration;
- (c) Equity;
- (d) Implementation feasibility;
- (e) Revenue reliability; and
- (f) Revenue yield.

(4)(a) Agencies participating in regional high capacity transportation system development are authorized to levy and collect the following voter-approved local option funding sources:

- (i) Employer tax as provided in RCW 81.104.150, other than by regional transportation investment districts;
- (ii) (~~Special motor vehicle excise tax as provided in RCW~~

~~81.104.160:~~

~~(iii))~~ Regular property tax as provided in 81.104.175; and
~~((iv))~~ (iii) Sales and use tax as provided in RCW 81.104.170.

(b) Revenues from these taxes may be used only to support those purposes prescribed in subsection (10) of this section. Before the date of an election authorizing an agency to impose any of the taxes enumerated in this section and authorized in RCW 81.104.150, 81.104.160, 81.104.170, and 81.104.175, the agency must comply with the process prescribed in RCW 81.104.100 (1) and (2) and 81.104.110. No construction on exclusive right-of-way may occur before the requirements of RCW 81.104.100(3) are met.

(5) Except for the regular property tax authorized in 81.104.175, the authorization in subsection (4) of this section may not adversely affect the funding authority of transit agencies not provided for in this chapter. Local option funds may be used to support implementation of interlocal agreements with respect to the establishment of regional high capacity transportation service. Except when a regional transit authority exists, local jurisdictions must retain control over moneys generated within their boundaries, although funds may be commingled with those generated in other areas for planning, construction, and operation of high capacity transportation systems as set forth in the agreements.

(6) Except for the regular property tax authorized in 81.104.175, agencies planning to construct and operate high capacity transportation systems may contract with the state for collection and transference of voter-approved local option revenue.

(7) Dedicated high capacity transportation funding sources authorized in RCW 81.104.150, 81.104.160, 81.104.170, and 81.104.175 are subject to voter approval by a simple majority. A single ballot proposition may seek approval for one or more of the authorized taxing sources. The ballot title must reference the document identified in subsection (8) of this section.

(8) Agencies must provide to the registered voters in the area a document describing the systems plan and the financing plan set forth in RCW 81.104.100. It must also describe the relationship of

the system to regional issues such as development density at station locations and activity centers, and the interrelationship of the system to adopted land use and transportation demand management goals within the region. This document must be provided to the voters at least twenty days prior to the date of the election.

(9) For any election in which voter approval is sought for a high capacity transportation system plan and financing plan pursuant to RCW 81.104.040, a local voter's pamphlet must be produced as provided in chapter 29A.32 RCW.

(10)(a) Agencies providing high capacity transportation service must retain responsibility for revenue encumbrance, disbursement, and bonding. Funds may be used for any purpose relating to planning, construction, and operation of high capacity transportation systems and commuter rail systems, personal rapid transit, busways, bus sets, and entrained and linked buses.

(b) A regional transit authority that (~~imposes a motor vehicle excise tax after the effective date of this section,~~) imposes a property tax(~~(τ)~~) or increases a sales and use tax to more than nine-tenths of one percent must undertake a process in which the authority's board formally considers inclusion of the name, Scott White, in the naming convention associated with either the University of Washington or Roosevelt stations.

NEW SECTION. Sec. 11. The following acts or parts of acts are each repealed:

(1) RCW 82.44.035 (Valuation of vehicles) and 2010 c 161 s 910 & 2006 c 318 s 1; and

(2) RCW 81.104.160 (Motor vehicle excise tax for regional transit authorities---Sales and use tax on car rentals---Former motor vehicle excise tax repealed) and 2015 3rd sp.s. c 44 s 319, 2010 c 161 s 903, 2009 c 280 s 4, 2003 c 1 s 6 (Initiative Measure No. 776, approved November 5, 2002), & 1998 c 321 s 35 (Referendum Bill No. 49, approved November 3, 1998).

NEW SECTION. **Sec. 12.** A new section is added to chapter 81.112 RCW to read as follows:

In order to effectuate the policies, purposes, and intent of this act and to ensure that the motor vehicle excise taxes repealed by this act are no longer imposed or collected, an authority that imposes a motor vehicle excise tax under RCW 81.104.160 must fully retire, defease, or refinance any outstanding bonds issued under this chapter if:

(1) Any revenue collected prior to the effective date of this section from the motor vehicle excise tax imposed under RCW 81.104.160 has been pledged to such bonds; and

(2) The bonds, by virtue of the terms of the bond contract, covenants, or similar terms, may be retired or defeased early or refinanced.

Sec. 13. RCW 81.104.160 and 2015 3rd sp.s. c 44 s 319 are each amended to read as follows:

(1) Regional transit authorities that include a county with a population of more than one million five hundred thousand may submit an authorizing proposition to the voters, and if approved, may levy and collect an excise tax, at a rate approved by the voters, but not exceeding (~~eight-tenths~~) two-tenths of one percent on the value, under chapter 82.44 RCW, of every motor vehicle owned by a resident of the taxing district, solely for the purpose of providing high capacity transportation service. The maximum tax rate under this subsection does not include a motor vehicle excise tax approved before the effective date of this section if the tax will terminate on the date bond debt to which the tax is pledged is repaid. This tax does not apply to vehicles licensed under RCW 46.16A.455 except vehicles with an unladen weight of six thousand pounds or less, RCW 46.16A.425 or 46.17.335(2). Notwithstanding any other provision of this subsection or chapter 82.44 RCW, a motor vehicle excise tax imposed by a regional transit authority before or after the effective date of this section must comply with chapter 82.44 RCW as it existed on January 1, 1996, until December 31st of the year in

which the regional transit authority repays bond debt to which a motor vehicle excise tax was pledged before the effective date of this section. Motor vehicle taxes collected by regional transit authorities after December 31st of the year in which a regional transit authority repays bond debt to which a motor vehicle excise tax was pledged before the effective date of this section must comply with chapter 82.44 RCW as it existed on the date the tax was approved by voters.

(2) An agency and high capacity transportation corridor area may impose a sales and use tax solely for the purpose of providing high capacity transportation service, in addition to the tax authorized by RCW 82.14.030, upon retail car rentals within the applicable jurisdiction that are taxable by the state under chapters 82.08 and 82.12 RCW. The rate of tax may not exceed 2.172 percent. The rate of tax imposed under this subsection must bear the same ratio of the 2.172 percent authorized that the rate imposed under subsection (1) of this section bears to the rate authorized under subsection (1) of this section. The base of the tax is the selling price in the case of a sales tax or the rental value of the vehicle used in the case of a use tax.

(3) Any motor vehicle excise tax previously imposed under the provisions of RCW 81.104.160(1) shall be repealed, terminated, and expire on December 5, 2002, except for a motor vehicle excise tax for which revenues have been contractually pledged to repay a bonded debt issued before December 5, 2002, as determined by *Pierce County et al. v. State*, 159 Wn.2d 16, 148 P.3d 1002 (2006). In the case of bonds that were previously issued, the motor vehicle excise tax must comply with chapter 82.44 RCW as it existed on January 1, 1996.

(4) If a regional transit authority imposes the tax authorized under subsection (1) of this section, the authority may not receive any state grant funds provided in an omnibus transportation appropriations act except transit coordination grants created in chapter 11, Laws of 2015 3rd sp. sess.

NEW SECTION. **Sec. 14.** CONSTRUCTION CLAUSE. The provisions of this act are to be liberally construed to effectuate the intent, policies, and purposes of this act.

NEW SECTION. **Sec. 15.** SEVERABILITY CLAUSE. If any provision of this act or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances is not affected.

NEW SECTION. **Sec. 16.** EFFECTIVE DATE. (1) Sections 10 and 11 of this act take effect on the date that the regional transit authority complies with section 12 of this act and retires, defeases, or refinances its outstanding bonds.

(2) Section 13 takes effect April 1, 2020, if sections 10 and 11 of this act have not taken effect by March 31, 2020.

(3) The regional transit authority must provide written notice of the effective dates of sections 10, 11, and 13 of this act to affected parties, the chief clerk of the house of representatives, the secretary of the senate, the office of the code reviser, and others as deemed appropriate by the regional transit authority.

NEW SECTION. **Sec. 17.** TITLE. This act is known and may be cited as "Bring Back Our \$30 Car Tabs."

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Summary of potential I-976 impact

If the initiative were enacted, enforced, and feasible to implement, the fiscal impact to Sound Transit would be approximately \$20 billion through the 2041 planned completion of voter-approved projects. The initiative greatly reduces available resources for transit expansions and seeks to require the agency to collect and divert taxes from completing voter-approved projects to retire debt early. To absorb the financial impact (see below discussion), the Sound Transit Board of Directors would need to start as early as 2020 to curtail the program by delaying and/or cancelling projects.

Project delays would cause taxpayers to face much higher costs extending significantly beyond 2041. As a point of reference, if all ST3 voter-approved projects including future Sounder expansions and light rail extensions to Everett, Tacoma, West Seattle, Ballard, South Kirkland and Issaquah were delayed by five years, inflation and increased interest costs would boost the total cost to taxpayers by a forecasted \$26.54 billion. To pay these costs, the Sound Transit Board would have to delay the roll back of taxes by more than a decade, which would extend the full tax collection period to beyond 2060.

Q&A**How does the potential \$20 billion loss of financial capacity through 2041 break down?**

The potential impact would include:

- Elimination of a projected \$6.95 billion in MVET revenues between 2021 and 2041, the currently scheduled year for completing ST3.
- Sound Transit's financial capacity would be further reduced by \$13.05 billion through 2041 through higher interest costs, both as a result of a higher amount of borrowing as well as higher interest rates triggered by a lower credit rating associated with reduced revenues and compromised investor confidence.

How would project delays potentially increase taxpayer costs?

- Projects with significant delays would face significantly greater costs through inflation and additional borrowing costs. If the agency absorbed the financial loss by delaying all ST3 voter-approved projects by five years, inflation alone would increase project costs by \$5.5 billion. An increase in interest payments by \$21.04 billion would also be required to fully fund the delayed capital program.
- The reduced credit rating that Sound Transit would face following its significant loss of revenues and the perceived financial uncertainty would also increase borrowing costs on bonds at the same time the agency would need to sell more bonds to complete projects.

How would the initiative potentially affect the timing of rolling back taxes?

- After completing the voter-approved projects and repayment of debt, the Sound Transit Board is required to roll back taxes to the level necessary to cover operation and maintenance of the regional transit system. It is currently expected to be feasible to roll back the entire tax increase that voters approved in 2016 by calendar year 2050. Delaying the projects would delay the date of the tax roll back when the Sound Transit Board can finally roll back taxes to beyond 2060 in order to pay the cost to retire the existing debt early, fund the delayed capital program, and pay back the additional and more costly debt incurred due to the revenue loss and project delay.