



AGENDA

SHORELINE CITY COUNCIL SPECIAL MEETING

Monday, February 8, 2016
5:45 p.m.

Conference Room 303 · Shoreline City Hall
17500 Midvale Avenue North

1. **CALL TO ORDER** 5:45 p.m.
2. **KING COUNTY COUNCILMEMBER DEMBOWSKI** 5:46 p.m.
 - Best Starts for Kids Levy Update
 - King County's Homelessness Emergency Declaration
 - King County's Orphaned Roads legislation
 - Metro Long Range Plan Update
 - Shoreline's 145th Corridor Project Update
 - Sound Transit 3 Candidate Project Planning Process
 - Councilmember Dembowski's Discussion Items
3. **ADJOURNMENT** 6:45 p.m.

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>.



Memorandum

DATE: February 8, 2016

TO: City Council
Debbie Tarry, City Manager

FROM: Scott MacColl, Intergovernmental Relations Manager

RE: Dinner Meeting with King County Councilmember Rod Dembowski

CC: John Norris, Assistant City Manager

King County Councilmember Rod Dembowski will attend the February 8, 2016 City Council dinner meeting. Staff has worked with Councilmember Dembowski's office to put together an agenda for the meeting. This memo provides a brief synopsis of the topics and some questions and/or discussion items for Council to generate discussion. As always, the questions and discussion points are suggestions and are available to Councilmembers as necessary.

The agenda includes discussions around implementation of the Best Starts for Kids Levy; a follow up on the County's emergency declaration regarding homelessness; a discussion on the county's legislation to dispose of orphaned roads; an update on the Metro Long Range Plan process; and an update on the City's efforts around the City's 145th corridor project and Sound Transit 3 planning process.

In addition, Councilmember Dembowski may want to share other items with Council at the conclusion of the above discussion items.

Best Starts for Kids Levy

Residents approved the levy in November 2015, but the implementation plan and how the funding will be distributed is yet to be worked out. A Levy Advisory Board has been appointed but has yet to set a schedule for completion.

Last fall, the North Urban Human Services Alliance (NUHSA), with the City as a partner, hosted a North King County community conversation regarding the Levy. County staff compiled input from that meeting and others totaling over 600 participants. County staff is utilizing those comments, along with comments received through last summer's Youth Action Planning process and the Equity and Social Justice strategic planning engagement, to guide the current phase of implementation plan development. County staff is considering a "round three" of community conversations with the proposed strategies and outcomes in the coming weeks and in engaging the Advisory Board as well.

Next week, the County will send a newsletter (which will be ongoing thereafter) containing detailed information about the planning process, the new Advisory Board and opportunities for engagement in this next phase of the initiative.

Potential Discussion Questions:

- *What are Councilmember Dembowski's priorities for levy implementation?*
- *How does Councilmember Dembowski see implementation working to ensure that north end cities receive benefit and direct services from levy funds?*

Homelessness

King County made a declaration of emergency regarding homelessness last fall. Council received a briefing on this topic at the December 14, 2015 Council meeting from All Home Director Mark Putnam on the All Home Strategic Plan, at which time Council passed Resolution No. 379 supporting the emergency declaration.

All Home is a community-wide partnership to make homelessness in King County rare, brief and one-time. All Home brings together local governments, religious institutions, non-profits, philanthropic organizations, shelter and housing providers, the private sector and engaged citizens in a coordinated effort that both responds to the immediate crisis of homeless individuals and addresses the root causes of the problem in our region.

The Council is currently supporting the work of All Home through their proposed 2016 State Legislative Priorities, which included supporting the human services safety net by enhancing the provision of needed human services programs to address issues that drive increased homelessness and public safety costs. The Council also stated their support for a Local Option Preservation Property Tax Exemption, which is a tool that could incentivize private landlords to preserve and create affordability in existing housing stock. This tool could be targeted to properties at great risk of rent increases and/or applied in conjunction with an acquisition/renovation project. Both of these legislative

priorities highlight the City's interest in doing its part to achieve the goals outlined in the All Home effort.

Potential Discussion Questions:

- *How did the County's declaration change or alter how the County provides services for homelessness?*
- *Are there ways for the City to further partner to make a positive impact aside from increasing direct funding?*
- *What is the County supporting legislatively to support homelessness and affordable housing during the 2016 Legislative Session?*

Orphaned Roads Legislation

King County created the Bridges and Roads Task Force last summer to explore solutions for maintaining and preserving the aging bridge and road system in unincorporated King County. The Task Force identified the current chronic underfunding of county bridges and roads as unsustainable.

The final report and recommendations were presented to the County Executive and staff on January 20, 2016, the final task force meeting. One of the recommendations of the Task Force is to divest of roads the county owns that are within or surrounded by cities – a.k.a. 'orphaned' roads. Shoreline has multiple segments of such roads due to the law in place at the time of incorporation – primarily 205th from I-5 west to 3rd NW; and 145th from SR-523 to 3rd NW. The City has been working with the County on 145th St for the past couple of years as part of our 145th St Corridor Project.

The County is sponsoring legislation this year related to county roads – HB 2590/SB 6314 – introduced on January 14, 2016. The legislation includes a section that allows the county to transfer that road by county legislation, without input from the city. The only exception is if it is a county boundary, which would remove 205th St for Shoreline.

Potential Discussion Questions:

- *What potential options are there to engage in a meaningful discussion with the County around these roads?*
- *These roads come with maintenance and operational costs, risk and liability; has the county quantified these costs?*
- *What are other alternatives that the county could offer to assist cities with accepting these increased costs and responsibilities?*

King County Metro Long Range Plan

The Metro Long Range Plan planning process has been ongoing since January of 2015, with the Plan expected to be finalized in the fourth quarter of 2016. The Long Range Plan will inform future system plan changes, particularly as to how Metro will serve light rail stations when service to Shoreline begins in 2023.

Metro's annual service is expected to grow by 2.3 million annual service hours, from 3.5 million hours today to 5.8 million hours by 2040 to accommodate the growth expected in the region. As part of the planning process, Metro has been looking at projections about how communities in King County will change, and figuring out what types of service will best serve the people who will live, work and visit those areas in the future.

Metro analyzed three bus service networks that emphasize different styles of service—frequent, express, and local—to see how they would perform in King County communities in 2040. The analysis shows how each type of service performs on key measures, to help planners and the public understand the tradeoffs associated with each type of service.

Ultimately, the network proposed in Metro's Long-Range Plan will be a combination of all three types of service.

Potential Discussion Questions:

- *Shoreline is particularly interested in how Metro plans to redistribute service hours to connect with the light rail spine. How does the plan as drafted address that concern?*
- *How is Metro working with Sound Transit to ensure seamless integration between Metro Service and Sound Transit service?*

145th St. Corridor Project

The City is proceeding with the 145th Street Corridor project in concert with ST3 planning. The City Council is scheduled to choose a preferred alternative for the entire corridor later this spring, which will be informed by the ST3 planning process. However, regardless of the outcome of ST3, the City plans to move forward with the project to address the corridor's severe deficiencies and to ensure all modes of transportation can access light rail. In addition, the City has a \$4.5 million PSRC grant for design of the corridor I-5 west to SR-99 that must be encumbered by June.

King County can assist the City with supporting funding requests, but more importantly, commit Metro to supporting the project and working with the City to design the road to accommodate transit.

The project goal is to improve the corridor to facilitate access to the light rail station. A large driver for this project is Metro's reluctance to utilize the corridor as they feel it's too congested and the pedestrian facilities are extremely substandard.

Potential Discussion Question:

- *The City needs all partners at the table to ensure success; does Councilmember Dembowski have any suggestions for more firm commitments from partners?*

Sound Transit 3 Update

The City submitted a joint request with Lake Forest Park, Kenmore, and Bothell for high capacity transit on SR 523 – SR 522 to connect UW-Cascadia with the 145th Street Light Rail Station last fall. Sound Transit released the draft candidate project list in December, which included Bus Rapid Transit-level service on SR-522 and SR-523 connecting into the proposed I-405 BRT line.

That service line is separated into two projects; 1) Project P-08 – SR-522 from 145th to I-405, which also includes parking garages and some capital upgrades on the corridor (sidewalks, etc.); and 2) Projects P-09 and P-10 – SR-523 from the light rail station to Bothell Way/SR-522. Sound Transit studied two versions of how to fix SR-523 for transit service - a high cost option that adds a bus only lane in each direction, and a lower cost option that includes spot improvements at intersections.

The coalition that submitted the previous letter met on January 12th in Kenmore's City Hall and added Woodinville to the coalition. The coalition is in agreement that these projects should be considered as one single project and that the projects should begin right away to ensure the service is operational in time for light rail opening in 2023. The coalition submitted a joint letter supporting and confirming those projects on January 21, 2016.

Potential Discussion Questions:

- *What do you see as factors for determining the ST3 final project list?*
- *What else can Shoreline do to ensure success for the candidate projects?*