



## AGENDA

### SHORELINE CITY COUNCIL SPECIAL MEETING

Monday, October 26, 2015  
5:45 p.m.

Conference Room 303 · Shoreline City Hall  
17500 Midvale Avenue North

#### Joint Meeting with Mountlake Terrace City Council

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|---|-------------|
| <b>1. Welcome, Introductions, Confirm Agenda</b>              | <b>5:45</b> |
| <b>2. Economic Development &amp; Lynnwood Link Extension–</b> | <b>5:50</b> |
| • Shoreline Planning Process                                  |             |
| • Mountlake Terrace Planning Process                          |             |
| <b>3. Partnerships: Existing &amp; Future Opportunities</b>   | <b>6:15</b> |
| • Fleet Maintenance   |             |
| • Development Review  |             |
| • Decant Facility in Mountlake Terrace                        |             |
| • Wastewater Treatment  |             |
| • Legislative Issues  |             |
| <b>4. Lake Ballinger Forum</b>                                | <b>6:30</b> |
| <b>5. Wrap-up</b>   | <b>6:40</b> |
| <b>6. Adjourn</b>   | <b>6:45</b> |

#### Attachments: Dinner Meeting Memorandum

#### Attending:

##### **Shoreline City Council**

Mayor Shari Winstead  
Deputy Mayor Chris Eggen  
Councilmember Will Hall  
Councilmember Doris McConnell  
Councilmember Keith McGlashan  
Councilmember Chris Roberts  
Councilmember Jesse Salomon

##### **City Staff**

Debbie Tarry, City Manager  
John Norris, Assistant City Manager  
Scott MacColl, Intergovernmental Program Manager

##### **Mountlake Terrace City Council**

Mayor Jerry Smith  
Mayor Pro Tem, Laura Sonmore  
Councilmember Rick Ryan  
Councilmember Doug McCardle  
Councilmember Bryan Wahl  
Councilmember Shaun Richards

##### **Unable to Attend**

Councilmember Matsumoto Wright

##### **City Staff**

Scott Hugill, Interim City Manager

*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](http://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:** October 22, 2015

**TO:** City Councilmembers

**FROM:** Debbie Tarry, City Manager

**RE:** Joint Dinner Meeting with Mountlake Terrace City Council

**CC:** Scott Hugill, Mountlake Terrace Interim City Manager

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On Monday, October 26, the City Council will have the opportunity to meet with the Mountlake Terrace City Council to discuss topics of mutual interest. This will be the first joint dinner meeting with Mountlake Terrace. Below are some topics that have been jointly identified as topics of joint interest.

### **Economic Development & Lynnwood Link Extension**

Shoreline and Mountlake Terrace will have light rail stations opening in 2023 as part of the Lynnwood Link Extension. As a result both cities have been addressing land use and planning for development around the future stations along with starting negotiation processes with Sound Transit regarding the actual construction of the light rail facilities in the two cities. This is an opportunity for both Councils to discuss those efforts.

- *Shoreline Process:* Current planning efforts include adoption of the 185<sup>th</sup> Light Rail Station Subarea Plan (March 2015), adoption of the 145<sup>th</sup> Light Rail Station Subarea Plan (Projected September 2016), 145<sup>th</sup> /SR 523 Corridor Study (currently underway), review of the City's development code, and negotiation of Term Sheet and Umbrella Agreement with Sound Transit.
- *Mountlake Terrace Process:* In 2007 the City of Mountlake Terrace adopted their Town Center Plan and related Planned Action Ordinance. Since that time they have moved forward with their Main Street Revitalization project that includes many of the components envisioned in the Town Center Plan.

### **Partnerships: Existing & Future Opportunities**

- *Fleet Maintenance:* The City of Shoreline has contracted with the City of Mountlake Terrace since 2010 for fleet maintenance. The current agreement expires December 31, 2015. The annual cost is approximately \$50,000. Our staffs have been in negotiations for a new service agreement that would be in place for the next several years.
- *Development Review:* The City of Mountlake Terrace has expressed interest in contracting with the City of Shoreline for additional Development Review support. Staffs from both agencies have been working towards an interlocal agreement to accomplish this.
- *Decant Facility:* The City of Mountlake Terrace has built a decant facility and has offered use of this facility to the City of Shoreline in the future. As the City of Shoreline moves forward with design of the North Maintenance Facility, this could be a consideration.
- *Wastewater Treatment:* The City of Mountlake Terrace owns a portion of the Edmonds Wastewater (Sewer) Treatment Facility. Although most of Shoreline's wastewater is treated through King County facilities, a portion of Shoreline's wastewater flows go to the Edmonds Treatment Facility per the swap agreement in the King County documents. The current King County treatment agreements go through 2036. Ronald Wastewater District has agreements with both King County and the City of Edmonds. As the City of Shoreline assumes the Ronald Wastewater District the City of Shoreline will become responsible for future treatment agreements.
- *Legislative Issues:* Both cities currently contract with the same Federal Lobbyist firm, Johnston Group. Both cities are actively requesting their federal delegation to implement new financial tools to support local infrastructure projects. As cities we have common legislative interests at the State level. Are there opportunities to partner as we look towards our 2016 legislative priorities.

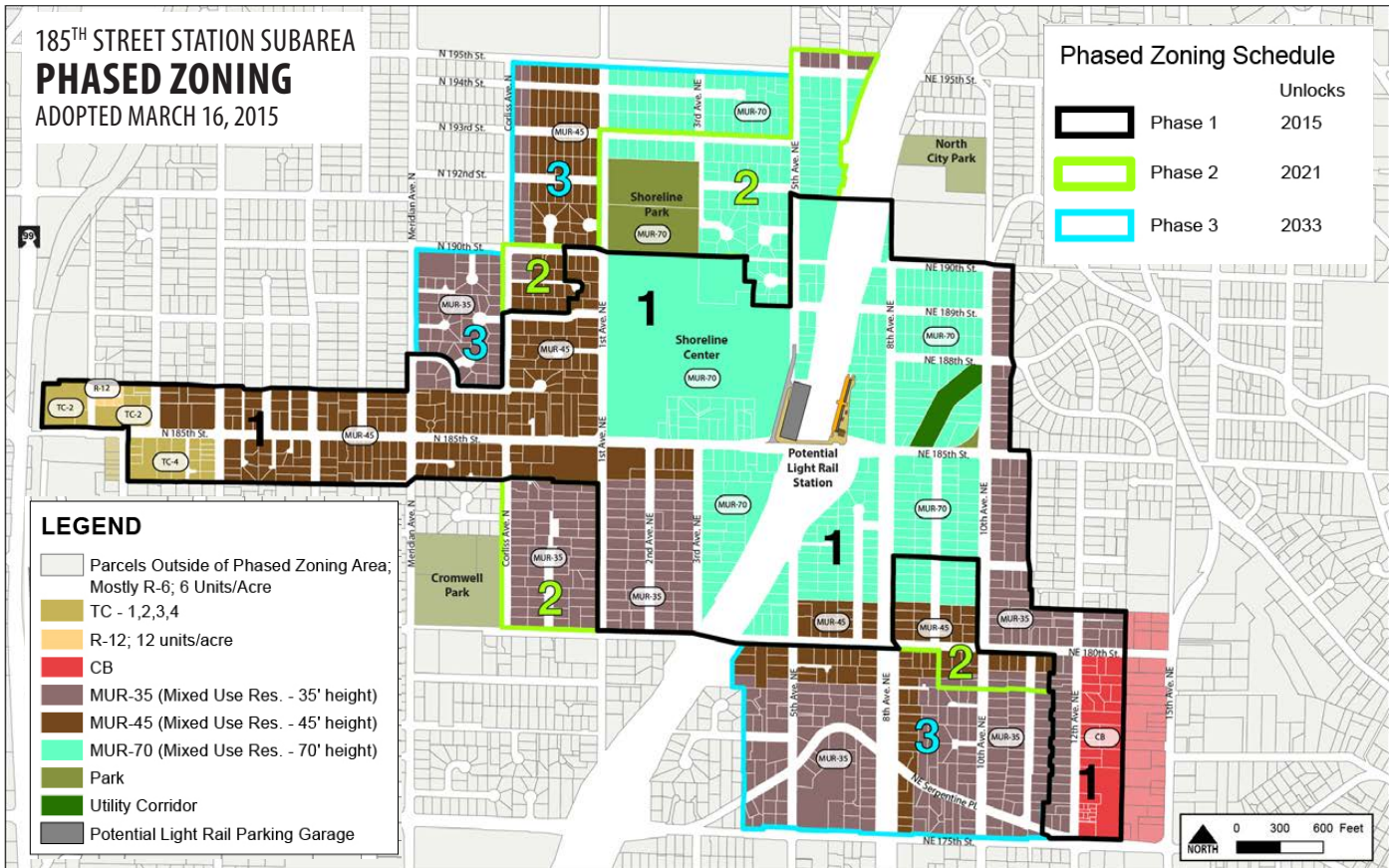
### **Lake Ballinger Forum**

The City of Mountlake Terrace has adopted a Ballinger Park Master Plan. This is a 45 acres site, previously a small public nine-hole golf course. The master plan seeks to provide both a recreational open space and a means to improve storm-water management.

#### *Attachments:*

- Shoreline 185<sup>th</sup> Light Rail Station Subarea Plan Flyer
- Shoreline 145<sup>th</sup> Light Rail Station Subarea Plan Flyer
- Mountlake Terrace Mainstreet Revitalization Project Flyer

# 185<sup>th</sup> STREET SUBAREA



## MEDIUM DENSITY (MUR-35')

This zone would allow multi-family and single-family attached housing styles such as row houses and townhomes. The height limit is 35 feet (the same as single family housing), which equates to a three-story building. MUR-35' would allow commercial uses along "arterial" streets, including conversion of existing homes to businesses. Other types of buildings might include live/work lofts, offices, and mixed-use.

## MEDIUM DENSITY (MUR-45')

This zone would allow multi-family building types with a height limit of 45 feet, which equates to a four-story building, including mixed-use buildings with three levels of housing over an active ground floor/commercial level. Buildings such as row houses, townhomes, live/work lofts, apartments, etc. could be developed, and single family homes along arterials could be converted to businesses.

## HIGH DENSITY (MUR-70')

This zone would allow building heights of 70 feet, generally six to seven stories. Building types would typically be mixed-use with residential and/or office uses above commercial or other active use at the ground floor level. This type of development will occur in areas closest to the light rail station in the long-term.



# Why plan for Transit Oriented Communities?



## Advances efficient transportation systems

Concentrating growth around transportation corridors will serve as a catalyst for other improvements, including expanded bus service and construction of new pedestrian and bicycle infrastructure.



## Improves walkability

By creating more compact communities around transit, people will have more opportunities to walk to places that they would normally have to drive to. This cuts down on congestion and pollution and helps to foster more healthy and active lifestyles.



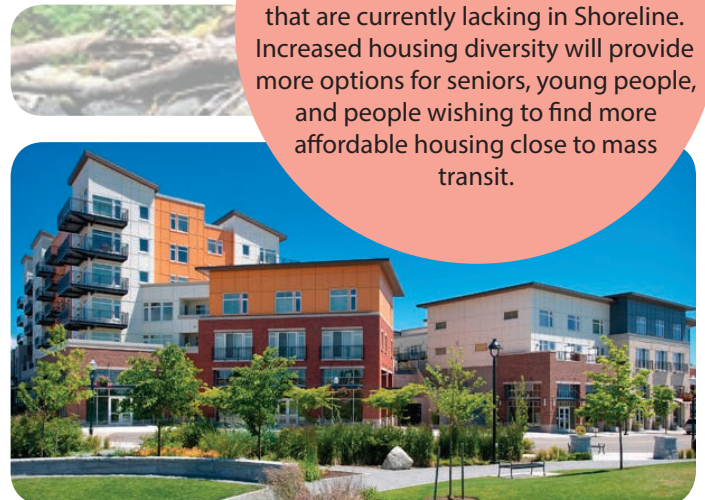
## Fosters economic development

In addition to employers that may be attracted to a location served by light rail, Subarea Plan regulations allow for additional commercial uses, including conversion of single-family homes into restaurants, yoga studios, offices, etc.



## Creates more housing choice and affordability

The rezones will also encourage a wider variety of housing options that are currently lacking in Shoreline. Increased housing diversity will provide more options for seniors, young people, and people wishing to find more affordable housing close to mass transit.



# 145<sup>th</sup> STREET SUBAREA



## Environmental Impact Statement (EIS) and Subarea Plan Adoption Process



## City continues to plan for 145<sup>th</sup> Street Station

In early 2014, the City and its residents began working on the 145<sup>th</sup> Street Station Subarea Plan. The goal has been to create a land use, transportation, and infrastructure framework to support implementation of a livable, workable, equitable, and sustainable transit-oriented community around the light rail station.

On March 23, 2015, Council voted unanimously to follow the Planning Commission recommendation and delay further action regarding the 145<sup>th</sup> Street Station Subarea until completion of a corridor study that is currently underway for NE145<sup>th</sup> Street. The 145<sup>th</sup> Street (SR 523) corridor is a key east-west connection for the region linking bus rapid transit on Aurora, light rail, and I-5 and is in need of significant upgrades. The corridor study will include development of a master plan for improving pedestrian and bicycle mobility, safety and operations, transit speed and reliability, and freight mobility. Improving 145<sup>th</sup> is critical to the success of the 145<sup>th</sup> Street Station. The Study should be completed in early 2016. Once completed, the community will begin working again on the 145<sup>th</sup> Street Station Subarea Plan. To keep up on the latest information on the corridor study, visit [shorelinewa.gov/145corridor](http://shorelinewa.gov/145corridor) or contact Senior Transportation Planner Kurt Seemann at [kseemann@shorelinewa.gov](mailto:kseemann@shorelinewa.gov) or (206) 801-2483.

One goal to come out of early public planning meetings for the 145<sup>th</sup> Street Station Subarea was to create a green network throughout the subarea. A green network is a system of pedestrian and bicycle trails, parks, stream corridors, wetlands, natural areas, and green streets that enhance water quality, accessibility, safety, and connections to the natural environment throughout the subarea. With stormwater management, creek corridor enhancement, and protection of wildlife habitat, the green network would provide many environmental benefits and mitigate impacts resulting from increased density.

## CONTACT

### STATION AREA PLANNING

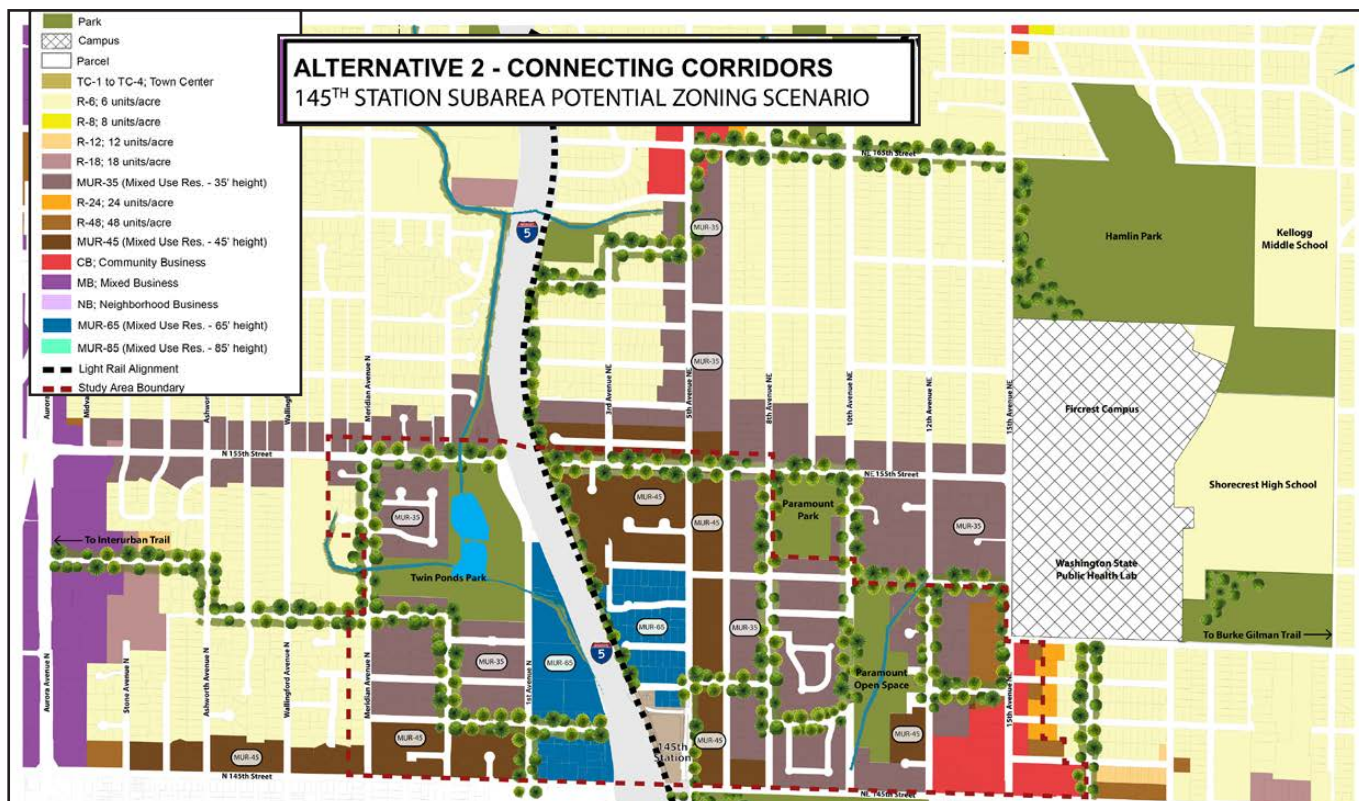
Senior Planner Miranda Redinger  
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Senior Planner Steve Szafran  
[sszafran@shorelinewa.gov](mailto:sszafran@shorelinewa.gov), (206) 801-2512

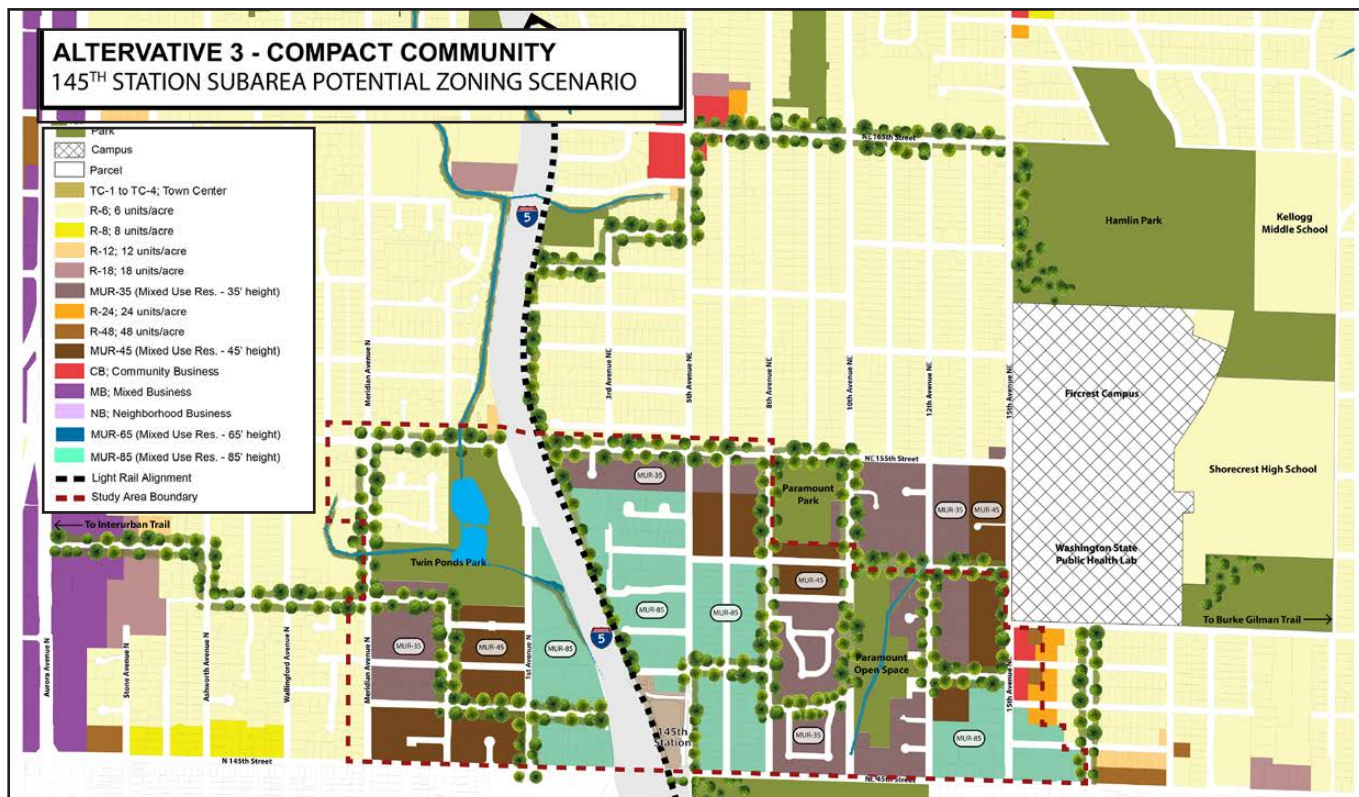
### 145<sup>TH</sup>/SR 523 CORRIDOR PROJECT

Senior Transportation Planner Kurt Seemann  
[kseemann@shorelinewa.gov](mailto:kseemann@shorelinewa.gov), (206) 801-2483





The zoning scenarios analyzed in the Draft EIS represent two different approaches to accommodating roughly the same amount of population growth. In the Connecting Corridors scenario, density is spread out over a larger geographic area, but height limits are lower. Alternatively, in the Compact Community scenario, the area for potential rezone is smaller, but building heights are taller. Both growth scenarios include a “Green Network” concept that came out of Design Workshops for a pedestrian/bicycle system that connects parks throughout the neighborhood.





## City of Mountlake Terrace Main Street Revitalization Project

Examples of development projects that have been completed, or are in construction, permitting, and financing stages:

The Main Street Revitalization Project is a top priority for the city. It will help ensure that the projects below—and other new projects—get built. Mountlake Terrace is laying the groundwork and investing its resources. Regional, state, and federal partnerships are needed too.

### Arbor Village –

5-story mixed-use project consisting of 123 residential units, approximately 9,500 square feet, retail space, 2 levels of under-structure parking, shared open space, landscaping and pedestrian activity area. Now occupied.

### Vineyard Park –

3-story mixed-use assisted living facility consisting of 80 residential units and 29-30 memory care beds, about 8,200 square feet, commercial space, under-structure and surface parking, pedestrian activity area, shared open space, and landscaping.

### Mountlake Senior Living –

4-story, mixed-use building with 96 affordable senior housing units, 2,214 square feet, commercial space, garage parking, landscaping and pedestrian activity area.

### 234th Street Townhomes –

One mixed-use building with about 650 square feet of commercial space on the ground floor and one residential unit above, and 1 building with 6 townhomes, together with parking, landscaping, and pedestrian activity area.

### Terrace Heights Garden –

16 multi-family units. Construction to be completed in 2014.

“Mountlake Terrace is poised to grow. With strong leadership, a robust development strategy, and ripe business opportunities to build sustainable housing and commercial space, we are proud to be part of this plan.”  
– Michael Weinstein, developer in Town Center

### City of Mountlake Terrace

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11/19/14

## City of Mountlake Terrace Main Street Revitalization Project

The Mountlake Terrace Main Street Revitalization Project — just minutes from both Seattle and Everett — is a catalyst to create jobs, spur sustainable economic development, build affordable housing, reduce greenhouse gases, and connect the developing Town Center with transit investments near I-5.

With strong community support, the City Council has adopted a visionary Town Center Plan to revitalize downtown as a mixed-use urban center. More than \$150 million is being invested in the vicinity from public, transit, and private sources. Approximately \$8 million of public investment is now needed to complete the Main Street improvements that will leverage new transit-oriented private development in the Town Center.

**Thank you  
for your support!**



ARBOR VILLAGE



VINEYARD PARK



SENIOR LIVING





“Infrastructure and economic development are key City Council goals. We see downtown Mountlake Terrace as a place where many people will live, work, and visit. Our Council has a strong plan for our city’s future and we are ready to grow in a way that respects the values of our community as we grow our connections throughout the region.” – Jerry Smith, Mayor



Project Description

- Design and reconstruction of:
- Main Street (56th Avenue W) from 230th Street SW to 236th Street
  - 236th Street SW from Main Street to the Transit Center
- Design of:
- 232nd Street SW from Main Street to the Civic Center
  - 234th Street SW from Main Street to 58th Avenue W
- Pedestrian and bike connections from downtown to the new Transit Center, Freeway Station, and planned light rail station at I-5
- Undergrounding of all overhead utilities
- Associated utility improvements (water, sewer, storm)
- Wide sidewalks with street trees and energy-efficient pedestrian lighting
- Bike lanes
- Improved ADA access

Project Cost Estimate

Design and Survey	\$ 1,300,000
Right-of-Way Phase	\$ 1,400,000
Underground Utilities	\$ 3,500,000
Construction/Inspection (56th/236th)	\$11,800,000
Total	\$18,000,000

Project Funds

City Contribution	\$ 6,473,461
Grant Award(s)	\$ 1,644,494
State Capital Appropriation	\$ 2,000,000
Outstanding Need	\$ 7,882,045
Total Project Cost	\$18,000,000

Outcomes

- 188 direct construction jobs
- 1,400 new permanent jobs
- Over 1,100 housing units
- Walkability and “sense of place”
- Transit-oriented development near Sound Transit and Community Transit stations
- Enhanced connectivity with regional growth centers and the University of Washington

The Main Street Revitalization Project is the culmination of significant planning and investment by the City of Mountlake Terrace. The city’s efforts include:

- Transit-Oriented Development Plan (2004)
- Town Center Plan (2007)
- Town Center Environmental Study and Planned Action Ordinance (2007)
- New development codes and streamlined permitting process (2008 +)
- Sustainability Strategy (2008)
- Economic Vitality and Clean Technology Strategy (2008)
- Collaboration with Community Transit and Sound Transit on new state-of-the-art transit station projects (2008-2010)
- Reconstruction of 230th Street NW at north edge of Town Center (2009)
- Commute Trip Reduction Plan (2009)
- Transit Strategy (2010)
- Electric Vehicle Strategy (2010)
- Town Center Water Main Project (2011-2012)
- Town Center Regional Stormwater Facility (2014)

This project will improve regional mobility by creating housing and jobs near substantial transit infrastructure. It will also:

- Help stimulate the growth of a vibrant downtown business core
- Add value to the almost \$61 million of transit investment that has already been made to serve this community and region
- Provide convenient transportation and housing choices — for all income levels
- Serve even more people when a new voter-approved light rail line and station is built at the western edge of the project in the near future

