



AGENDA

SHORELINE CITY COUNCIL SPECIAL WORKSHOP DINNER MEETING Joint Meeting with Cities of Kenmore and Lake Forest Park

Monday, October 29, 2018
5:30 p.m.

Conference Room 303 · Shoreline City Hall
17500 Midvale Avenue North

1. **CALL TO ORDER** 5:30 p.m.
2. **AGENDA ITEMS**
 - City Updates
 - ST3 SR522/NE 145th BRT Project
 - Responses to Homelessness
 - Ballot Measures
 - Legislative Priorities
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 801-2230 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://www.shorelinewa.gov/government/council-meetings>.

Shoreline City Council

Mayor Will Hall
Deputy Mayor Jesse Salomon
Councilmember Susan Chang
Councilmember Doris McConnell
Councilmember Keith McGlashan
Councilmember Chris Roberts
Councilmember Keith Scully



Kenmore City Council

Mayor David Baker
Deputy Mayor Nigel Herbig
Councilmember Milton Curtis
Councilmember Stacey Denuski
Councilmember Brent Smith
Councilmember Joe Marshall
Councilmember Debra Srebnik



City of Shoreline Staff

Debbie Tarry, City Manager
John Norris, Assistant City Manager
James Hammond, Intergovernmental Programs Manager

City of Kenmore Staff

Rob Karlinsey, City Manager

Lake Forest Park City Council

Mayor Jeff Johnson
Deputy Mayor Catherine Stanford
Councilmember Semra Riddle
Councilmember John Wright
Councilmember Phillippa Kassover
Councilmember Mark Phillips
Councilmember Tom French
Councilmember E. John Resha III



City of Lake Forest Park Staff

Phillip Hill, City Administrator



Memorandum

DATE: October 22, 2018

TO: Shoreline City Council
City of Lake Forest Park Mayor and Council
Kenmore City Council

FROM: Debbie Tarry, Shoreline City Manager
Phillip Hill, Lake Forest Park Town Administrator
Rob Karlinsey, Kenmore City Manager

RE: Joint Dinner Meeting of the Shoreline, Lake Forest Park, and Kenmore City Councils

CC: John Norris, Assistant City Manager

On October 29, the City Councils of Shoreline, Lake Forest Park and Kenmore will meet to discuss topics of mutual interest. The City Manager/Administrators worked together to identify the following four primary topics:

1. Sound Transit 3 SR 522/523 BRT Project;
2. Response to homelessness;
3. Ballot measures that cities may be considering;
4. Legislative priorities

The meeting will begin with each city providing a brief city update followed by a discussion of the primary topics.

This memo provides a brief synopsis of the topics and some discussion points to facilitate the conversation. As always, the questions and discussion points are suggestions to stimulate conversation amongst councilmembers.

Sound Transit 3: The SR 522/NE 145th St Bus Rapid Transit (BRT) project is currently in the planning phase with the goal of the Sound Transit Board advancing a proposed project into conceptual engineering and environmental review by first quarter 2019. The BRT project is one of the ‘early win’ projects that were part of the ST3 package. Most recently Sound Transit held Open Houses in the cities along the corridor, including sessions in Shoreline, Lake Forest Park and Kenmore. Open Houses focused on a review of the SR522/NE 145th St BRT Representative Project included in the ST3 ballot measure and alternatives, or “refinements,” that are currently being analyzed by Sound Transit. Two issues that are of particular concern to the cities involve BAT lanes through Lake Forest Park and alternatives being considered on NE 145th St.

Lake Forest Park has specific concerns with an alternative being considered by Sound Transit in not having continuous BAT lanes going northbound on SR522 through Lake Forest Park. Sound Transit is concerned that changes to the bridge structure at roughly 153rd would be extraordinarily expensive and therefore would consider eliminating BAT lanes through that section. Lake Forest Park's position is that Sound Transit must provide the representative project and to require the buses to re-enter the general purpose lanes does not result in a true BRT project (with 10 minute headways). Rather the changes would result in what currently exists with a different brand.

One of the primary concerns that has been raised by all three cities is the alignment refinements that Sound Transit is considering for NE 145th Street (Attachment A). Specifically the consideration of converting two of the general purpose vehicle lanes, one in each direction, to Transit BAT Lanes. Sound Transit has not completed its analysis on this option, but there is concern amongst our cities that if this change were made it would seriously impact the flow of vehicular traffic to the point of impacting both the BRT line and traffic flow along SR 522 and 523.

Discussion Points

- Are there common interests between our three cities on any of the refinements being considered on SR522/NE 145th?
 - Should the cities consider a unified response?
- Are there questions and/or opportunities to support capital projects associated with BRT service such as:
 - Design and construction of improvements to the I-5 interchange at 145th;
 - Improvements to the intersection of SR 522 & SR 523 at 145th Street and Bothell Way;
 - Location of parking facility and BRT stations in Lake Forest Park
 - Intersection at SR 522 & SR 104
 - Downtown Kenmore improvements
 - Design for the section of 145th from I-5 to SR 99.
- How can we best support each other's projects to ensure a successful outcome?

Efforts to Address Homelessness – As homeless populations increase in King County, our cities are increasingly being called upon to respond. Each of our cities are now host to an overnight shelter, transitional housing and at least informal day services for homeless individuals. Shoreline churches frequently host a rotating tent encampment and the City is partnering with King County on a project to provide permanent housing for individuals exiting homelessness. Lake City Partners provides a winter overnight shelter by partnering with churches in Seattle, Shoreline and Kenmore, with each church hosting the winter shelter for approximately a month.

Discussion Points

- What opportunities are cities taking to meet the shelter, housing and service needs of homeless individuals and families?
- What types of shelter are your cities hosting and who is taking the lead?
- Who are your major community partners in this work?

Ballot Measures – Each of our cities have either recently, currently or are planning for a ballot measure.

- *Kenmore* – In November 2016 Kenmore was successful in passing a \$19.75 million bond issue to fund walkways and waterways improvements. The measure included five projects. This is a 20 year property tax bond measure. The measure passed with 64% approval.
- *Shoreline*:
 - In November 2016 voters approved a levy lid lift for basic services with 66.5% approval. The measure is for a period of six years, reset the general property tax levy rate to \$1.39, a 6-cent increase, and allows for annual inflationary increases in the levy (instead of 1% limitation). This is Shoreline’s second levy lid lift. The first was passed in 2010. The current levy lid lift will expire at the end of 2022.
 - In November 2018 Shoreline has a 0.2% sales tax measure on the ballot to fund sidewalks. If approved, the measure would be in place for 20 years. It is projected to generate \$59 million. The Council identified twelve initial projects to be funded if the measure is approved.
 - The City may place a property tax bond measure on the ballot in 2019 to fund a new Community/Aquatic Facility and/or other park improvements. The City’s current pool was built in 1971 and is near the end of its useful life.
- *Sound Cities* – Attachment B provides a listing of current and future potential ballot measures throughout King County.

Discussion Points

- Are there other ballot measures that cities may be considering?
- Are there opportunities to support each other or coordinate measures to support projects of mutual interest?

Legislative Priorities – Each of our cities are planning to adopt legislative priorities for the 2019 State Legislative Session. Kenmore and Lake Forest Park adopted their priorities in October. Lake Forest Park and Shoreline plan to review legislative priorities in November with Council action to follow. Attachment C includes Kenmore and Lake Forest Park’s adopted priorities and a draft of Shoreline’s potential priorities.

Discussion Points

- Are there opportunities to support each other on our respective legislative priorities?

ATTACHMENTS

Attachment A – Sound Transit NE 145th Refinements

Attachment B – Sound Cities Association Ballot Measures in King County

Attachment C – Legislative Priorities



Project Refinements Considered in Shoreline and Seattle

Based on feedback that we gathered during our May 2018 outreach period and further technical analyses, we developed one potential parking and station project refinement to the representative project within Shoreline and Seattle, and four potential roadway/transit refinements to the representative project. The table below shows preliminary scores for each refinement in relation to project goals.

Visit the maps station to learn more about each of these potential project refinements!

PROJECT & REFINEMENT OPTIONS		KEY CONSIDERATIONS
Roadway refinement options		
NE 145th Street: Representative alignment		<ul style="list-style-type: none"> • Adds queue jumps at congested intersections, improves bus operations. • Sidewalks added where roadway is widened. • Buses operate in general purpose lanes where no queue jump lanes exist. • Property impacts. • Consistent with ST3 plan and partially consistent with local plans.
NE 145th Street: Refinement 1. Repurposed general purpose lanes for BAT lanes		<ul style="list-style-type: none"> • Reconfigures roadway to one general purpose lane in each direction, adds BAT lanes and sidewalks in both directions. • Degrades general purpose traffic; overall roadway operation effectiveness reduced. • Improves bus operations, buses travel in BAT lanes. • Lower cost and fewer property impacts (smallest footprint) compared to Representative alignment. • Inconsistent with City of Shoreline NE 145th Street plan.
NE 145th Street: Refinement 1a. Repurposed general purpose lanes for BAT lanes, with Roundabouts		<ul style="list-style-type: none"> • Reconfigures roadway to one general purpose lane in each direction, adds BAT lanes and sidewalks in both directions. • Roundabouts instead of signalized intersections. Analysis for potential roundabouts required by WSDOT. • Higher cost and more property impacts than Refinement 1, repurposed lanes. • Buses travel in dedicated lane, effect of roundabouts to be determined. • Inconsistent with City of Shoreline NE 145th Street plan.
NE 145th Street: Refinement 2. Shorter queue jump lanes and more sidewalks		<ul style="list-style-type: none"> • Adds shorter queue jumps at congested intersections compared to the representative alignment. • Westbound bus operations improved less than representative alignment, eastbound bus operations improved more than representative alignment. • Sidewalks added in both directions. • Buses operate in general purpose lanes where no queue jump lanes exist. • Higher cost and more property impacts than representative alignment due to additional sidewalks. • Partially consistent with local plans.
NE 145th Street: Intersection Refinement, additional turn lane to improve bus movement from NE 145th Street to SR 522		<ul style="list-style-type: none"> • Widens the intersection at NE 145th Street and SR 522, longer pedestrian crossing. • Included in Refinement 2, but could be applied to any of the options listed above. • Improves bus operations eastbound from NE 145th Street to SR 522. • Cost and property impacts. • Consistent with City of Shoreline plans.
Station refinement options		
Representative: Shoreline South/145th LRT Station		Provides connection to Link light rail.
Representative: NE 145th Street at 15th Avenue NE		Near high activity area along NE 145th Street.
Representative: NE 145th Street at 25th Avenue NE		Modest ridership projection.
Representative: NE 145th Street and SR 522, both stations on NE 145th Street		Location of eastbound station on NE 145th Street provides slower transition to SR 522.
Refinement: NE 145th Street and SR 522, eastbound station on SR 522		Location of eastbound station on SR 522 provides faster transition from NE 145th to SR 522.



October 10, 2018
SCA PIC Meeting

Item 12:
Future Levies and Ballot Measures in King County
UPDATE

SCA Staff Contact

Brian Parry, SCA Policy Director, brian@soundcities.org, (206) 499-4159

Discussion

This is a monthly item on the PIC agenda to share information on recent and upcoming local levies and ballot measures in King County. Items identified as “potential future ballot measures” are under consideration or reflect potential renewal of an existing levy but have not been approved to be placed on the ballot and may not ultimately move forward.

Future Ballot Measures – SCA Cities			
Year	Month	Jurisdiction	Measure
2018	November	Bothell	Public Safety Levy Lid Lift. Increase public safety funding for new fire, police and traffic officers, mental health professionals and support staff and other public safety expenses. Maximum 2019 rate of \$1.96 per \$1,000 of assessed value.
2018	November	Bothell	Fire Station Bonds. Issuance of \$35.5 million of general obligation bonds to reconstruct or renovate and equip two fire stations and make related capital improvements.*
2018	November	Covington	Sales and Use Tax for Transportation Improvements. Authorize a sales and use tax at a rate of 0.2% for up to 10 years for transportation maintenance and improvement projects. Measure would replace existing \$20 annual vehicle license fee.
2018	November	Kirkland	Sales and Use Tax for Enhanced Police Services and Community Safety. Increase the sales and use tax by 0.1% to provide ongoing funding for public safety purposes including additional police officers in middle schools, after school programs and expanded programs focusing on gun safety, homelessness, domestic violence, suicide prevention, and related public safety issues.
2018	November	Mercer Island	Levy Lid Lift for Public Safety, Youth, Family and Senior Services, and Parks and Recreation. Increase the city’s regular property tax levy by \$0.238 per

			\$1,000 of assessed value and set the limit factor for 2020-2024 at 103% of the prior year's regular levy.
2018	November	Shoreline	Sales and Use Tax for Sidewalk and Pedestrian Improvements. Authorize a sales and use tax at a rate of 0.2% for up to 20 years to construct, maintain, and rehabilitate sidewalks and pedestrian improvements.

*Requires 60% for passage

Future Ballot Measures – Other Cities, Schools and Special Purpose Districts			
Year	Month	Jurisdiction	Measure
2018	November	Seattle	Families, Education, Preschool, and Promise Levy. Replace two expiring levies and initially fund expanded early learning and preschool, college and K-12 education support, K-12 student health, and job readiness opportunities through an increase to the regular property tax levy by up to \$0.365 per \$1,000 of assessed value.
2018	November	King County Fire Protection District No. 45 (Duvall Fire)	Bonds to Construct and Renovate Fire Stations. Issuance of \$7.65 million of general obligation bonds to construct a new fire station as well as renovate, repair, and improve existing fire stations.*
2018	November	Snoqualmie Pass Fire Protection District No. 51	Proposition No. 1. Increase the size of the District's Board of Commissioners from three to five members.
2018	November	Si View Metropolitan Park District	Improvement Bonds to Connect and Protect Parks, Trails and Recreation Facilities. Issuance of \$14.8 million in general obligation bonds to construct and improve multiuse trails, improve parks, and acquire and develop property for recreational use.
2019	February	Seattle School District	Operations Levy
2019	February	Seattle School District	Capital Levy

*Requires 60% for passage

Potential Future Ballot Measures – SCA Cities			
Year	Month	Jurisdiction	Measure
2020		Kirkland	Fire Services and Capital Levy

Potential Future Ballot Measures – Other Cities			
Year	Month	Jurisdiction	Measure
2019		Seattle	Library Levy (renewal)
2020		Seattle	Transportation Benefit District (renewal)

Potential Future Ballot Measures – Countywide			
Year	Month	Jurisdiction	Measure
2019		King County	Medic One/EMS Levy (renewal). Proposed levy rate of \$0.27 per \$1,000 of assessed value beginning in 2020.
2019		King County	Regional Parks Levy (renewal)
2021		King County	Best Starts for Kids (renewal)
-----		King County	Affordable Housing and Related Services Sales Tax

Next Steps

Please share this information with your city and provide information on upcoming elections in your city to SCA Policy Director Brian Parry at brian@soundcities.org or 206-499-4159.



City of Kenmore, Washington

City of Kenmore 2019-2021 State Legislative Agenda

Propel Lakepointe Development

Lakepointe is the last remaining undeveloped property of its size on Lake Washington - a 47-acre site poised to become a dynamic mixed-used transit-oriented development with housing, office and retail space, hotel, and nearly a mile of public shoreline public access. A longstanding barrier to redeveloping the Lakepointe property stems from site conditions that are the result of a State transportation project. When Interstate-5 was built in Seattle, WSDOT used the Lakepointe site as a landfill for construction and demolition debris. As a result, deep foundation systems consisting of thousands of pilings will be required for the property to be developed, adding substantial costs of potentially over \$100 million to any redevelopment project.

To alleviate these extraordinary costs related to the site's prior use by the State, the City of Kenmore requests that the State provide a construction sales tax credit for public improvements on the site, or other economic development incentives necessary to allow this property to overcome this hurdle and be developed. Without the State's partnership, the steep infrastructure and other project costs will continue to cause this vital waterfront site to languish and not redevelop. Even with the proposed incentives, the redevelopment of this site has the potential to offer a significant financial return on investment at both the state and local levels.

68th Avenue NE Pedestrian & Bicycle Safety

68th Avenue NE is an existing collector arterial roadway with mostly one travel lane in each direction and asphalt shoulders. The posted speed is 35 mph. This safety project extends from NE 182nd Street to 61st Place NE and consists of new sidewalk on one side of the roadway with retaining walls as needed, buffered bicycle lanes in each direction, new stormwater infrastructure, and utility relocation as needed. The citizens of Kenmore approved a bond measure to provide \$5.1 million toward this project. The City is seeking \$450,000 from the 2019-21 State Transportation Budget to complete the project.

Washington Wildlife & Recreation Program (WWRP)

The City of Kenmore supports ongoing funding for the WWRP grant program. If WWRP is funded at the recommended level, the City could receive the following funding:

- Squire's Landing Waterfront and Natural Area Access - \$1.7 million
- Log Boom Park Waterfront Access and Viewing - \$665,916

Capital Budget Request

Twin Springs Park, a 25-acre tract of land in northeast Kenmore, was recently transferred to the City of Kenmore from King County as part of mitigation for the Brightwater regional wastewater project. The land consists mostly of wetland and steep forested land as well as about two acres of flat useable land for recreation. The City of Kenmore requests \$150,000 to perform minimal improvements in order to get the park open to the public. Work will include parking improvements and also drainage improvements to make the field area suitable for the public. These improvements will allow the public to picnic and throw a frisbee while at the same time enjoying the park's beautiful natural features and open space.

Reconnecting Kenmore's Downtown to Lake Washington

Regional decisions regarding the State's transportation system, including imposing tolls on SR 520, and the failure of the state system to handle daily commuter traffic, has resulted in more drivers opting to travel on State Route 522 through Kenmore. Despite recent improvements to State Route 522 to increase transit and vehicle capacity and improve pedestrian safety, congestion on State Route 522 continues to worsen. State Route 522 divides Kenmore's downtown from its waterfront and the City is seeking a partnership with the State to reconnect the city's downtown with the Lake Washington waterfront. The City is grateful for \$500,000 from the State to complete a study that will determine the best location, design concept and cost for such a crossing. The City hopes to have results from the study by early 2020.

City of Kenmore 2019 Policy Statements

This document is an internal document designed to provide guidance to city staff and the city's lobbyist. The policy statements in this document allow the city to quickly take positions on legislation. It is not all inclusive of all policy positions that the city may take throughout a session, and the following items are not listed in order of priority.

Local Control on Asphalt Plant Regulations

The City of Kenmore supports efforts to ensure that the asphalt plant operates in a manner that is mindful of the surrounding urban neighborhoods and reduces the impact of asphalt production odor on Kenmore residents and business owners.

Affordable Housing

Kenmore residents are experiencing the squeeze of increased housing prices and fewer affordable housing options. The City of Kenmore supports legislation that provides tools and funding options that promote affordable housing, including investment in the Housing Trust Fund. The City also requests that the Legislature reform the condominium liability act to spur development of middle income, starter, senior and high-density housing units.

Support for WWRP & ALEA Grant Programs

The city of Kenmore supports fully funding the Washington Wildlife Recreation Program (WWRP) and the Aquatic Lands Enhancement Account (ALEA). Many city parks have benefitted from funding through these programs.

Product Stewardship

The city of Kenmore supports statewide product stewardship programs for products that are harmful to the environment such as electronic waste, mercury-containing florescent lights, and prescription drugs. The City will closely monitor the implementation of recently passed legislation to establish a statewide prescription drug takeback program to ensure there is no lapse in coverage as the King County program is phased out. The City supports legislation to establish a stewardship program for paint.

Prevent Human Trafficking

The city of Kenmore recognizes that human trafficking is a problem in all communities, and supports legislation that provides tools and solutions to prevent and intervene in human trafficking.

Local Infrastructure Funding

The city of Kenmore joins AWC in supporting the State's ongoing and increased investment in infrastructure funding programs such as the Public Works Assistance Account.

Small Cell Infrastructure

Small cell technology requires more devices that each have a smaller distance of radio coverage, the equipment is typically smaller, and they are frequently installed on existing street furniture in the public right of way. There is a push to standardize the permitting process of small cell technology across WA and would require local governments to provide access to public facilities for use as small cell technology sites. The City opposes legislation that removes local control in the siting and regulation of small cell network facilities and supports legislation that provides for grandfathering of existing wireless communication facilities ordinances.

Funding for Indigent Defense

Indigent defense is a constitutional right that should be funded by the State. However, WA State only contributes 4% of the total amount spent for trial court indigent defense. The City supports state funding for indigent defense that is standardized and non-competitive to ensure more equitable funding.

Mobile Home

The City supports legislation to ensure individuals considering purchasing a mobile home are informed about laws and regulations limiting the transport of mobile homes.

Passenger Only Ferry

The City supports efforts to explore a passenger only ferry service from Kenmore to downtown Seattle.

Saint Edwards Ballfields

The City continues to work with the WA State Parks Commission to ensure the current ballfields at Saint Edwards State Park are renovated for public use and enjoyment.



City of Lake Forest Park State Legislative Agenda 2019-21

Top Priorities

Town Center to Burke Gilman Connector

The City of Lake Forest Park requests \$1.6 million from the Capital Budget to design a grade separated connector from the Lake Forest Park Town Center to the Burke-Gilman Trail (BGT). The majority of Lake Forest Park residents are separated from the BGT by State Route 522. The BGT is an important nonmotorized route for weekday bicycle commuters and is highly popular with cyclists, joggers, skaters and strollers. For Lake Forest Park residents to access the BGT they must cross the increasingly congested SR 522. This connector will improve access to the BGT and increase public safety.

Roundabout on State Route 104

The City requests \$650,000 from the 2019-21 Transportation Budget toward construction of a roundabout at SR 104 and 40th Place NE/NE184th to improve driver and pedestrian safety and increase mobility on this main thoroughfare. The intersection of State Route 104 and 40th Place NE/NE 184th Street is a skewed, four-legged intersection that is unsafe for drivers and pedestrians and is consistently congested during peak travel times. The City recently completed a Safe Highways study which evaluated intersections on SR 104 and recommended installing a roundabout at this intersection.



Improving Fish Passage in Lake Forest Park Creeks

The City remains committed to creek restoration and has allocated millions of local dollars and resources towards healthy fish passage in LFP streams. The City is eager to continue partnering with the state to address a series of failing culverts along State Route 104. The City supports full funding of the WDFW Fish Barrier Removal Board recommended project list. If fully funded, the City stands to receive \$200,000 toward design of a private culvert along State Route 104.

Other Legislative Priorities

Recyclable Materials & Solid Waste

LFP urges the Legislature to support the ability of WA cities and counties to continue to lead in the environmentally sustainable management of recyclable materials and solid waste. The City requests the state fund an analysis of state-wide economics and regulatory framework of the recycling and solid waste disposal industries.

Business & Occupation Tax

The City will monitor legislation that would modify the B&O tax apportionment to ensure it remains revenue-neutral.

Lake Forest Park supports those elements of the Association of Washington Cities' Legislative Agenda and Sound Cities Association Agenda that best serve the interests of the City.



2019 Shoreline Legislative Priorities

Legislative Issues the City Supports:

- Support Local Government Financial Sustainability and Flexibility:
 - Revise the 1% property tax limitation to allow more flexibility for cities.
 - Increase flexibility on existing revenues to allow cities to meet critical needs.
 - Maintain the state's obligation to share revenues with cities and restore city revenue that has been diverted.
 - Full and adequate funding to meet the State's obligation for the Law Enforcement and Corrections Officer Academies.
- State investment and financial support to address homelessness, affordable housing, behavioral health and chemical dependency services.
- Develop a systems-wide approach to correct fish-blocking culverts that includes funding for local governments.
- Enhance economic development tools that supports reinvestment in local infrastructure.
- Support changes to the Washington Condominium Act to encourage construction of affordable condominiums while maintaining consumer protections

Shoreline priorities

- Monitor and optimize Fircrest Campus redevelopment opportunities.
- Maintain project visibility for the N. 145th St./I-5 Interchange as a strong candidate for any state transportation package.
- Secure funding for a pedestrian/bicycle bridge to integrate connections to the 148th Street light rail station.
- Pursue funding support for a new Community and Aquatics Center.