

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of the Implementation of the Light Rail Station Subarea Plans		
DEPARTMENT:	Planning & Community Development		
PRESENTED BY:	Miranda Redinger, AICP, P&CD		
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:

Council adopted the [185th Street Station Subarea Plan](#) “package”, which consisted of Ordinance Numbers [702](#), [706](#), and [707](#), on March 16, 2015. Council adopted the [145th Street Station Subarea Plan](#) “package”, which consisted of Ordinance Numbers [750](#), [751](#), [752](#), and [756](#), on September 26, 2016.

These actions:

- Legislatively rezoned “Phase 1” areas near each future Sound Transit light rail station, and designated zoning changes to take place in “Phase 2 and 3” areas in 2021 and 2033;
- Amended Development Code regulations to establish Mixed-Use Residential (MUR) zoning designations and other provisions related to station subareas; and
- Defined a Planned Action Boundary and requisite mitigations for projects within it.

These actions represented the conclusion of a multi-year planning process. However, in order to fully implement the policy recommendations contained in each subarea plan, additional work needed to be completed by all departments within the City. The Discussion section of this staff report outlines the projects that represented next steps in implementing the light rail station subarea plans.

RESOURCE/FINANCIAL IMPACT:

This discussion does not have any direct resource or financial implications. Implementation of individual projects will have resource and financial impacts, which will be discussed as each project comes before Council as part of its process.

RECOMMENDATION

This discussion is for information only. Council does not need to make any decisions or provide any specific direction. Council decision-making will take place in the context of individual project processes.

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

BACKGROUND

Council adopted the [185th Street Station Subarea Plan](#) package, which consisted of Ordinance Numbers [702](#), [706](#), and [707](#), on March 16, 2015. Separate staff reports for each ordinance are available on the [meeting agenda page](#). Minutes are available [here](#).

Council adopted the [145th Street Station Subarea Plan](#) package, which consisted of Ordinance Numbers [750](#), [751](#), [752](#), and [756](#), on September 26, 2016. The [staff report](#) and [minutes](#) from that meeting are also available on the City's "[Live and Video Council Meetings](#)" page.

Background information for projects that implement the station subarea plans may be found in the Discussion section of this staff report.

DISCUSSION

Below is a summary of individual projects that fall under the umbrella of implementing light rail station subarea plans. For each project, the description includes the project manager, their title, and department; current status of the project; past or upcoming Council action; policies from the subarea plans that are implemented through the project; and a project summary.

TRANSPORTATION PROJECTS

145th Street Corridor Study Implementation

Project Manager: Don Ranger, Capital Projects Manager, Public Works

Status: On-Going

Council Action: Council will be briefed on the project in mid-2018.

Subarea Plan Policies Implemented by this Project:

- 145th Street Station Subarea Plan (145SSSP) Transportation Policy 13- Planning and implementation of improvements along NE 145th Street and intersecting streets should be consistent with the adopted 145th Corridor Study, including its guiding principles.
- 145SSSP Transportation Policy 14- Create a cross-corridor connection plan between the Interurban Trail (Aurora Avenue N) on the west and 15th Avenue NE on the east and the light rail station(s).
 - a. Analyze an east-west (Aurora Avenue N - 15th Avenue NE) non-motorized connection route utilizing N and NE 155th Street.
 - b. Include north-south connection recommendations such as 15th Avenue NE, 5th Avenue NE, and Meridian Avenue N.
 - c. Explore sub-route connections between the corridors for access to Shoreline Community College and Shoreline Place on the west and Briarcrest Neighborhood on the east as well as extended connections to the Burke-Gilman Trail.
 - d. Identify "marked" sub-route connections between these major routes and the 145th Street Station.
 - e. Incorporate the designation of these roads as alternative "non-motorized arterials."

- f. Identify needed bicycle and pedestrian improvements to these routes to reduce conflicts between motorized and non-motorized use.
- g. Encourage connectivity from development projects to the designated network.
- h. Use pavement color and signage to enhance way-finding and safety for pedestrians and bicyclists.
- 145SSSP Economic Development Policy 2- Identify priority nodes along 145th Street and others corridors in the subarea in which to target incentives for redevelopment that encourage catalyst projects and initial growth.

Project Summary:

Two capital projects are being advanced at this time. Both projects are funded through the design phase. The first project will upgrade the freeway interchange at 145th Street and Interstate 5. Anticipated improvements include a new northbound on-ramp, widening along the existing vehicular bridge, and the addition of a new non-motorized bridge to accommodate bikes and pedestrians. These changes are needed to safely and efficiently provide access to the future Sound Transit station nearby.

Another project will improve safety, mobility, and capacity along 145th Street between Aurora Avenue and Interstate 5. The project would build new sidewalks along the length of the roadway, removing the barriers that currently discourage or prevent pedestrian use. The project will also improve roadway capacity by adding dedicated left turn lanes at key intersections as well as adding a second turn lane from southbound Aurora Avenue onto 145th Street. Bike routes will generally be provided along parallel streets.

Additional project information on the 145th Street Corridor Study, which delineated project segments and a preferred design concept for the entire corridor, can be found on the City’s website at www.shorelinewa.gov/145corridor.

Additional information about the two segments that are currently moving forward into more detailed design and environmental review may be found at the project web pages: [I-5 Interchange Project](#) and [Aurora Avenue to I-5 Project](#).

185th Street Multimodal Corridor Strategy (MCS)

Project Manager: Nora Daley-Peng, AICP; Senior Transportation Planner, Public Works

Status: On-Going. Advertised RFQ deadline is July 31, 2017. Consultant selection is expected in August 2017.

Council Action: Council authorization of contract is anticipated in September 2017. Council will be briefed throughout the project. Council’s selection of a preferred concept is anticipated in March 2018.

Subarea Plan Policies Implemented by this Project:

- 185th Street Station Subarea Plan (185SSSP) Transportation Policy- Redevelop 185th Street/10th Avenue NE/NE 180th Street as the primary connection between Town Center, Aurora Avenue N, the light rail station, and North City for all travel modes. Create a corridor plan that:

- Includes analysis of all arterials and streets in the subarea to determine appropriate cross-sections for each classification, including sidewalks, amenity zones, and non-motorized facilities where appropriate.
- Includes generous bicycle and pedestrian facilities. Minimize conflicts between transit, vehicles and bicycles by designing bicycle facilities behind the curb.
- Identifies needed infrastructure to improve transit speed and reliability, such as queue jumps and transit signal priority.
- Includes intersection and roadway improvements needed to maintain the City's adopted transportation level of service.
- Results in a "boulevard" style street with tree canopy and amenity zones.
- Explores opportunities for undergrounding of overhead utilities.
- 185SSSP Transportation Policy- Incorporate recommendations of the 185th Street/10th Avenue NE/NE 180th Street corridor plan into the City's six year Capital Improvement Plan (CIP).
- 185SSSP Transportation Policy- Undertake additional analysis of potential impacts to NE 188th Street and Perkins Way and identify mitigations to calm traffic that will use these roads to access the station from the east, and provide additional safety features.
- 185SSSP Economic Development Policy- Identify priority nodes along 185th Street in which to target incentives for redevelopment that encourage catalyst projects and initial growth along this corridor.

Project Summary:

In 2015, the City adopted a subarea plan surrounding the 185th Street corridor that will transform the current, primarily single-family community to a denser, mixed-use community. Thus, the purpose of the 185th Street MCS is to create a master plan for the corridor to evaluate the needs for capacity, safety, access management, and accommodations for multiple travel modes (vehicles, buses, walking, cycling, and freight). The MCS will take into consideration the future location of the Sound Transit light rail station at NE 185th Street on the east side of Interstate 5 and the parking garage on the west side of Interstate 5, and the additional transportation demands created as a result, as well as new demands based on anticipated population growth from the rezoning.

Master Street Plan Update

Project Manager: Nora Daley-Peng, AICP; Senior Transportation Planner, Public Works

Status: Award of Administrative Selection Contract anticipated in summer 2017.

Council Action: On-Going. Council will be briefed throughout the project. Council adoption of the MSP Update and relocation to SMC Title 12 anticipated in December of 2018.

Subarea Plan Policies Implemented by this Project:

- 145SSSP Transportation Policy 5- Ensure that developments provide frontage improvements. Analyze viability of fee-in-lieu program for areas where the cross-section design has not been confirmed, in order to fund City-sponsored frontage improvements.

- 145SSSP Transportation Policy 6- Evaluate opportunities to incorporate best practices for complete street design concepts, including but not limited to grid patterns of short blocks, narrower lane widths, low impact development techniques, street trees, pedestrian-scale lighting, and intelligent transportation systems.
- 145SSSP Transportation Policy 7- Implement improvements along arterials to revitalize business, increase pedestrian and bicycle safety and usability, and add vehicle capacity where necessary.
- 145SSSP Transportation Policy 8- Analyze all street classifications in the subarea to determine appropriate cross-sections for each, including sidewalks, amenity zones, and non-motorized facilities where appropriate, and update the Engineering Development Manual Master Street Plan accordingly.
- 145SSSP Transportation Policy 9- An update of the Master Street Plan should:
 - a. Examine classifications of roadways to determine which should be improved to reduce congestion and which should be improved to include traffic-calming measures and discourage cut-through traffic.
 - b. Consider reclassifying arterials within the subarea to accommodate potential growth projections.

Project Summary:

The strong economy and interest in urban living near high capacity transit is spurring redevelopment activity in the future station areas. The City of Shoreline recognizes the existing Master Street Plan and development review processes need internal alignment and revision to enable the City to support coordinated and orderly station area redevelopment. The next step in subarea plan implementation is to conduct Station Subarea charrette series with a City staff team to develop the substantive basis for an update to the Master Street Plan (2011 TMP) that will implement Vision 2029 and Shoreline’s Complete Streets Ordinance.

Sidewalk Prioritization Project

Project Manager: Nora Daley-Peng, AICP; Senior Transportation Planner, Public Works

Status: On-Going. Sidewalk Advisory Committee kicked off on June 29, 2017.

Council Action: Sidewalk repair, maintenance funding discussion and possible adoption in December 2017. Council will be briefed throughout the project. Council's adoption of Sidewalk Prioritization Plan is expected in May 2018.

Subarea Plan Policies Implemented by this Project:

- 145SSSP Transportation Policy 1- Develop a multi-modal transportation network within the subarea through a combination of public and private infrastructure investments. Emphasize the creation of non-motorized transportation facilities and improvements that support greater transit reliability. The bicycle and pedestrian network should have robust connectivity with existing and proposed non-motorized corridors within the city and region. Elements that increase safety for all users, such as Crime Prevention through Environmental Design (CPTED), lighting, and crash countermeasures should be a top priority.
- 145SSSP Community Design Policy 6- Encourage the development of walkable communities by installation of a pedestrian friendly street grid and street design

that includes amenities such as curb, gutters, amenity zones, sidewalks, street landscaping, and trees.

Project Summary:

The Sidewalk Prioritization Plan will address how to prioritize and fund pedestrian needs for both repair of existing sidewalks and installation of new sidewalks or alternative pedestrian treatments.

For more information, visit the Sidewalk Prioritization Plan [project web page](#).

Trail Along the Rail

Project Manager: Nora Daley-Peng, AICP; Senior Transportation Planner, Public Works

Status: On-Going. Staff is currently finalizing the Feasibility Study Report. A Request of Qualifications (RFQ) for 30% Design and Environmental Review is expected in September 2017.

Council Action: Council authorization of 30% Design contract is anticipated in fall 2017.

Subarea Plan Policies Implemented by this Project:

- 145SSSP Policy 10- Develop a multi-use, non-motorized trail in the light rail line alignment, along the east side of Interstate-5, connecting the two stations at NE 185th and 145th Streets.

Project Summary:

Development of light rail through Shoreline presents a unique and rare opportunity. The City is looking at the feasibility of building an approximately 14 foot-wide shared-use trail running roughly parallel to the light rail alignment from NE 145th Street to NE 195th Street. It would enhance pedestrian and cyclist access to the planned NE 145th Street and NE 185th Street light rail stations, as well as connect to the NE 195th Street pedestrian bridge over I-5. In addition, the trail could connect to parks, open spaces, and schools within the neighborhoods adjacent to the light rail alignment.

For more information, visit the Trail Along the Rail [project web page](#).

148th Street Non-Motorized Bridge

Project Manager: Nora Daley-Peng, AICP; Senior Transportation Planner, Public Works

Status: On-Going. Staff is currently finalizing the Feasibility Study Report. A Request for Qualifications (RFQ) for 30% Design and Environmental Review is expected in fall 2017.

Council Action: Council authorization of 30% Design contract is anticipated in fall 2017.

Subarea Plan Policies Implemented by this Project:

- 145SSSP Transportation Policy 15- Explore joint funding of a non-motorized bridge crossing at NE 147th or 148th Street with City partners to include King County, the Washington State Department of Transportation, and Sound Transit.

Project Summary:

The feasibility study analyzed options for additional pedestrian/bicycle bridge connections over Interstate 5 to the future 145th Street Light Rail Station based on a planning-level assessment of constructability, cost, watershed impacts, and projected increase of pedestrian/bicycle commuters to 145th Street Station. In February 2017, Council selected the 148th Street Bridge option as the preferred alternative to develop to 30% design.

SURFACE WATER PROJECTS

Master Plan Update

Project Manager: Uki Dele, Surface Water and Environmental Services Manager, Public Works

Status: On-Going

Council Action: Study Session on 2017 Update of the Surface Water Master Plan took place on July 17, 2017; Council dates for individual project components are listed under *Project Summary* below.

Subarea Plan Policies Implemented by this Project:

- 145SSSP Land Use Policy 4- Continue planning to determine the specific requirements for meeting future demands on utilities, infrastructure, parks, and schools. Cost estimates will be an important component of this planning. In addition, funding sources will need to be identified.
- 145SSSP Utility Policy 2- Implement Low Impact Development (LID) retrofits, where feasible, within public right-of-way as streets are improved by private development and City and utility capital improvement projects.
- 145SSSP Utility Policy 3- Explore sub-basin approach to storm-water management to reduce costs and incentivize redevelopment.

Project Summary:

The purpose of the 2017 Surface Water Master Plan Update is to address drainage and water quality challenges associated with growth, increasing regulations, and aging infrastructure. The Master Plan will guide the Surface Water Utility (Utility) for the next five to 10 years including recommendations for capital improvements, programs, and a financial plan for long-term asset management.

The 2017 Master Plan includes elements to ensure a comprehensive plan that addresses current and future anticipated needs including establishing Levels of Service and a mechanism for prioritizing existing and future projects and programs to meet the Levels of Service and provide information for the financial analysis and associated rates to support the Utility.

Feedback received from Council on the prioritization process and management strategy will be used in refining the projects and programs to be recommended and presented to Council at the August 7, 2017 meeting.

Upon receiving direction from Council on the Project and Programs to be incorporated in the 2017 Master Plan, the rates and financial impacts of the recommended

management strategy will be further analyzed and a financial plan is scheduled for presentation to Council in October 2017.

The Draft 2017 Master Plan Document is scheduled for presentation for approval to Council in November 2017.

COMMUNITY SERVICES PROJECTS

Affordable Housing Program

Project Manager: Rob Beem, Community Services Manager, Community Services Division

Status: On-Going

Council Action: Council Study Session on July 24, 2017; additional discussion or decision-making on September 18, 2017.

Subarea Plan Policies Implemented by this Project:

- 145SSSP Housing Policy 1- Develop and fund the systems necessary to implement and administer the City's affordable housing program.
- 145SSSP Housing Policy 2- Develop a fee schedule or formula in SMC Title 3 to set the fee-in-lieu value for mandatory affordable housing, including ongoing maintenance and operation costs.

Project Summary:

Adoption of the 185th and 145th Street Station Subarea Plans included mandates for affordable housing in Mixed-Use Residential-45' and -70' zones as defined in SMC 20.40.235.

At the time of adoption it was envisioned that the City would ultimately establish the necessary administrative framework to implement these inclusionary housing provisions. This includes the process for a developer to go through during permit review and the internal process and procedures to monitor and ensure that units continue to meet affordability requirements in future years. The code anticipates that the City would examine the feasibility of setting up a fee-in-lieu option, which would allow a developer to meet its affordable housing commitments by paying a fee as well as establishing the framework for a Housing Trust Fund to receive such payments.

See the staff report on tonight's agenda, study item 8a, for more information.

PARKS PROJECTS

PROS Plan Update and Park Impact Fee

Project Manager: Eric Friedli, Director; Parks, Recreation, and Cultural Services (PRCS)

Status: On-going

Council Action: See Council dates for individual project components under *Project Summary* below.

Subarea Plan Policies Implemented by this Project:

- 185SSSP Parks, Recreation, and Open Space Policy- Investigate potential funding and master planning efforts to reconfigure and consolidate existing City

facilities at or adjacent to the Shoreline Center. Analyze potential sites and community needs, and opportunities to enhance existing partnerships, for a new aquatic and community center facility to combine the Shoreline Pool and Spartan Recreation Center services.

- 145SSSP Parks, Recreation, and Open Space Policy 1- Acquire property to increase available land for park and recreation use.
- 145SSSP Parks, Recreation, and Open Space Policy 2- Develop a park impact fee and/or dedication program for acquisition and maintenance of new parks or open spaces.
- 145SSSP Parks, Recreation, and Open Space Policy 4- Mitigate impacts of increased activity in existing parks and open spaces by creating a major maintenance/capital investment funding program.
- 145SSSP Parks, Recreation, and Open Space Policy 5- Through Parks Master Planning processes, determine specific needs for spaces, facilities, and programs to accommodate anticipated growth, taking into consideration demographic projections.
- 145SSSP Parks, Recreation, and Open Space Policy 6- Establish additional park space with active recreation near areas of denser development, outside of wetlands and other critical areas.
- 145SSSP Parks, Recreation, and Open Space Policy 7- Consider purchasing parcels with critical areas and their buffers to increase open space, prioritizing areas around Paramount Open Space and Twin Ponds Park.
- 145SSSP Natural Environment Policy 1- Prioritize acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new environmental or storm-water function.

Project Summary:

Over the course of the past 18 months the PRCS has been updating the City's Parks, Recreation and Open Space Plan (PROS Plan). A key component of the development of the PROS Plan was the development of a Light Rail Stations Subarea Parks and Open Space Plan that, along with the Park Impact Fee proposal presented to the City Council on July 17, 2017, encompasses the actions anticipated by the subarea plans.

Through the PROS Plan process an Aquatics/Community Center Feasibility Study was completed and presented to the City Council on December 12, 2016 and April 17, 2017. A proposal for a new facility is included in the PROS Plan.

Proposed Ordinance 784, presented to the City Council on July 17, 2017, would adopt Park Impact Fees.

The Light Rail Stations Subarea Parks and Open Space Plan, presented to the City Council on October 19, 2016 and March 6, 2017, identifies expected population growth and identifies targets for acquiring new parkland and adding park amenities needed to keep up with that growth. It identifies high growth areas and areas adjacent to exiting parks as priorities for acquisition. The results of the Light Rail Stations Subarea Parks and Open Space Plan have been incorporated into the PROS Plan that was presented to the City Council on June 12 and July 17, 2017 and is expected to be adopted on July 31.

CITY MANAGER’S OFFICE PROJECTS

Solarize Campaign

Project Manager: Eric Bratton, Communications Program Manager, City Manager’s Office

Status: Complete

Council Action: On September 14, 2015, Council identified a Solarize Campaign as a 2016-2019 Priority Recommendation to implement the Climate Action Plan. The program was completed in December 2016.

Subarea Plan Policies Implemented by this Project:

- 145SSSP Utility Policy 1- Pursue Solarization program, community solar, or other innovative ways to partner with local businesses and organizations to promote installation of photovoltaic systems.

Project Summary:

Solarize Shoreline was an education and group purchase campaign for residential and small commercial solar photovoltaics. The project was a partnership between the City of Shoreline, Northwest SEED, a community selected solar installer (Northwest Electric & Solar), Shoreline Solar Project, Shoreline Community College, and community volunteers. The program was held April 2016-January 2017, with active registration and workshops June-September 2016.

Below are results from the program:

Total Installations	Total kW installed	Estimated annual kWh production	Lbs. Carbon Avoided	Total investment	Total Educated	Volunteers Engaged
16	117	117,100	114,758	\$394,000	203	11

Lessons Learned:

- Shade is a problem for many. In follow-up survey responses, shade was the primary reason that participants did not install solar. The installer confirmed that many interested participants were ruled out due to shading. This reality points to a need for community solar in Shoreline to allow residents with too much shade to participate in a solar investment. Another option is to concentrate new programs on commercial clients that tend to have less shade.
- Economic factors are also a big issue. Both “uncertain incentives” and “prices too high” were cited by participants, and anecdotal evidence from the installer and Northwest SEED interactions also suggests this. A better incentive program and/or lower prices to bring payback under 10 years would considerably help those who do have sun to participate. In general, a lower total price is the most important factor because it reduces the upfront cost, while customers receive higher incentives over several years. However, Shoreline has already taken most or all feasible steps to reduce costs, so engaging on incentives may be the only actionable pathway. The fourth workshop helped us reach goals. Based on

community interest and support from the installer partner and Shoreline Solar Project, the project partners added another workshop in September. The workshop ultimately allowed us to reach our goal to educate 200 people, and 4 additional contracts came from this workshop.

- Explore other technologies. “More technology options” was a top response to improve the Solarize program, and respondents also mentioned efficiency technologies, solar hot water, and electric vehicles in comments.

Sound Transit Design Review, Special Use Permit, and Public Involvement

Project Manager: Juniper Nammi, AICP; Sound Transit Project Manager, City Manager’s Office

Status: On-going

Council Action: On June 19, Council was updated on the 60% Lynnwood Link Extension project design and Mayor Roberts sent a letter on behalf of Council to Sound Transit on June 26 commenting on the design consistency with the City’s adopted Guiding Principles for Light Rail Facility Design.

Subarea Plan Policies Implemented by this Project:

- 145SSSP Community Design Policy 1- Support Sound Transit’s community involvement process during the design phase for stations and other light rail facilities.

Project Summary:

City review of the Sound Transit Lynnwood Link Extension project is ongoing. The Special Use Permit (SUP) application, submitted May 17, 2017, was determined to be incomplete on June 13, 2017 and the City is waiting for additional submittal items to start review of the application and the 21 day public comment period. Sound Transit is currently reviewing the project for cost reduction opportunities while still advancing the project towards 90% design (anticipated in fall of 2017). The next project update to Council will follow the 90% Design Open House, which is the last of three public design review opportunities for the project.

For more information on materials presented at Sound Transit’s May 24, 2017 60% Design Workshop, visit their [web page](#).

PLANNING PROJECTS

Transfer of Development Rights (TDR) and Landscape Conservation and Local Infrastructure Program (LCLIP)

Project Manager: Steve Szafran, AICP; Senior Planner, Planning & Community Development

Status: Upcoming

Council Action: Council Study Session scheduled for October 30, 2017

Subarea Plan Policies Implemented by this Project:

- 145SSSP Transportation Policy 12- Identify opportunities to maximize use of outside sources to fund or finance infrastructure projects throughout the subarea including federal, state, and local grant agencies, private investments and the Landscape Conservation and Local Infrastructure Program (LCLIP).

Project Summary:

The City of Shoreline received a grant from the Washington State Department of Ecology to study the feasibility of implementing a Landscape Conservation and Local Infrastructure Program (LCLIP).

LCLIP is a form of tax increment financing enacted in 2011. The program offers cities access to tax increment financing in return for their acceptance of development rights transferred from regional farms and forests. These transfers are typically conducted as private real estate transactions, but can also be conducted by cities.

In exchange for the placement of development rights in LCLIP districts, the jurisdictional county agrees to contribute a portion of its regular property tax to the sponsoring city for use for a defined period (25 years). Cities may use this revenue to fund infrastructure improvements that support infill growth and redevelopment.

On July 20, 2015, City planning staff, King County, ECONorthwest, and Forterra presented the findings of a Shoreline LCLIP Feasibility Study. For more information, read the [staff report](#) from that meeting.

The Council had a number of questions after the presentations. Each of the Councilmembers wanted to continue to study the feasibility of implementing an LCLIP program. Most of the questions that the Councilmembers asked had to do with risk, benefits to the City, and how the program could affect property tax. Staff is in the process of evaluating questions proposed by Council and determining if the LCLIP program will be beneficial to the City.

Deep Green Incentive Program (DGIP)

Project Manager: Miranda Redinger, AICP; Senior Planner, Planning & Community Development

Status: Complete

Council Action: On September 14, 2015, Council identified adoption of Living Building Challenge and Petal Recognition program as a 2016-2019 Priority Recommendation to implement the Climate Action Plan. The DGIP was adopted through Ordinance No. 760 on April 17, 2017.

Subarea Plan Policies Implemented by this Project:

- 145SSSP Land Use Policy 3: Promote more environmentally-friendly building practices. Options for doing so may include:
 - a. Adoption of International Green Construction Code
 - b. Encouraging the development of highly energy efficient buildings that produce or capture all energy and/or water used on-site (Net Zero).
 - c. Partner with the International Living Future Institute to adopt Living Building Challenge Ordinance and/or Petal Recognition Program.
- 145SSSP Utilities Policy 6- Encourage innovative technologies to make buildings as efficient as possible with regard to energy and water use.

Project Summary:

This incentive program rewards development projects that achieve the most stringent standards for green building certification available through the International Living

Future Institute, Built Green, or the U.S. Green Building Council. A detailed history of the project is available in the March 27, 2017 Council staff report: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2017/staffreport032717-9b.pdf>. A hand-out describing the program, which includes the regulations adopted by Council in April, is available at the following link: <http://cityofshoreline.com/Home/ShowDocument?id=31411>.

District Energy Feasibility Study

Project Manager: Miranda Redinger, AICP; Senior Planner, Planning & Community Development

Status: On-going

Council Action: On September 14, 2015, Council identified a feasibility study for District Energy as a 2016-2019 Priority Recommendation to implement the Climate Action Plan. Study Session will be held on July 24, 2017; next steps will be discussed later in 2017.

Subarea Plan Policies Implemented by this Project:

- 145SSSP Economic Development Policy 4- Consider incentive program for new buildings to incorporate District Energy and Combined Heat and Power systems and other innovative energy saving solutions.

Project Summary:

This project expands upon a white paper, authored by Puttman Infrastructure, which was a product of the 145th Street Station Subarea Plan. The white paper is available as Attachment C to the September 14, 2015 Council staff report:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2015/staffreport091415-9b.pdf>. Council received additional information about District Energy at their February 1, 2016 meeting, as agenda item 8a. The video is available at the following link: http://shoreline.granicus.com/MediaPlayer.php?view_id=4&clip_id=668.

District Energy (DE) refers to the central provision of heating and/or cooling services within a defined service area. Electricity is sometimes also produced as part of a combined heat and power (CHP) system. The study will examine the feasibility of DE and CHP systems in areas of Shoreline that are most likely to redevelop in the foreseeable future. The study will focus on the 185th Street Station Subarea, but findings could apply to the 145th Street Station Subarea, the Community Renewal Area at Shoreline Place, and Town Center.

See the staff report and attachment for tonight's agenda, study item 8c, for more information.

STAKEHOLDER OUTREACH

Individual projects will have their own public involvement plans and processes.

COUNCIL GOAL ADDRESSED

This item addresses Council Goal 3: Continue preparation for regional mass transit in Shoreline.

RESOURCE/FINANCIAL IMPACT

This discussion does not have any direct resource or financial implications. Implementation of individual projects will have resource and financial impacts, which will be discussed as each project comes before Council as part of its process.

RECOMMENDATION

This discussion is for information only. Council does not need to make any decisions or provide any specific direction. Council decision-making will take place in the context of individual project processes.

