

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF REGULAR MEETING

Monday, July 16, 2018
7:00 p.m.

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

PRESENT: Mayor Hall, Deputy Mayor Salomon, Councilmembers McGlashan, Scully (via Skype), McConnell, Chang, and Roberts

ABSENT: None.

1. CALL TO ORDER

At 7:00 p.m., the meeting was called to order by Mayor Hall who presided.

2. FLAG SALUTE/ROLL CALL

Mayor Hall led the flag salute. Upon roll call by the City Clerk, all Councilmembers were present.

3. REPORT OF CITY MANAGER

Debbie Tarry, City Manager, provided reports and updates on various City meetings, projects and events.

4. COUNCIL REPORTS

Councilmember McConnell reported that she and Councilmember McGlashan attended a Seashore Transportation Forum Meeting on June 6th, where they received an update on what is happening at Paine Field. They also received an I-5 System Partnership Visioning Report. Councilmember McGlashan provided additional information about the I-5 System Partnership Report.

Mayor Hall reported that he attended the 2nd meeting of the Elected Officials Group of the North King County Cities on June 6th, where the focus of discussion was the Sound Transit 3 Project and alternatives to move buses through the corridor at lower cost.

Mayor Hall also reported that he met with representatives from the State Auditor's Office on June 6th at the beginning of the City's state-required audit process.

5. PUBLIC COMMENT

Jon Morgan, Seattle, said he is the former chair of the Seattle Pedestrian Advisory Board and was present to speak in favor of Resolution No. 430. He pointed out that 30% of Americans are either too young, too old, or have physical disabilities that prevent them from driving, yet the City's transportation system is primarily oriented towards cars. He shared his experiences riding the bus into Shoreline and walking to work on a street with no sidewalks or shoulders. With the light rail and major bus changes, pedestrians will need safe ways to get to and from the bus and train. Even with the ballot measure, it will take the City over 120 years to complete the sidewalk plan, as approved.

6. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

7. CONSENT CALENDAR

Upon motion by Councilmember McGlashan and seconded by Councilmember Chang and unanimously carried, 7-0, the following Consent Calendar items were approved:

- (a) Approving Minutes of Regular Meeting of June 4, 2018**
- (b) Adopting Ordinance No. 830 – Amending Ordinance No. 703 for the Aurora Square Community Renewal Area Public-Private Partnership Project: Right-of-Way Vacation and Dedication to Transform Westminster Way N**
- (c) Authorizing the City Manager to Execute a Listing Agreement with Colliers International, WA LLC for the Sale of the Former Police Station Property at 1206 N 185th Street**
- (d) Authorizing the City Manager to Execute an Interlocal Agreement Between the City of Shoreline and the King County Local Hazardous Waste Management Program for Participation in the Voucher Incentive Program**

8. STUDY ITEMS

- (a) Discussion Resolution No. 430 – Authorizing Placement of a Ballot Measure on the November 6, 2018 General Election Ballot to Authorize a Sales and Use Tax in the Amount of Two-Tenths of One Percent (0.2%) for a Period of Not More Than Twenty Years to Fund Sidewalk Expansion and Accelerate Repair Funding.

Ms. Tarry introduced Deanna Gregory, Bond Counsel, and Fred Eoff, Financial Advisor, who were present to answer questions about the draft resolution.

Randy Witt, Public Works Director, and Sara Lane, Administrative Services Director, led the staff presentation. Mr. Witt briefly reviewed the history and provided background information on

the Sidewalk Prioritization Plan and draft Resolution No. 430. Ms. Lane advised that the City Council is authorized to impose a 0.2% sales tax for transportation projects with voter approval, and the Revised Code of Washington (RCW) allows a term longer than 10 years if the revenue is dedicated to support debt service, which is what the City Council directed. She shared a list of 39 cities in the state that have a voted Transportation Benefit District (TBD) sales tax, noting that even with a 0.2% tax increase, the City's tax would still be below Edmonds and Lynnwood. It is estimated that a 0.2% TBD tax would generate about \$59 million over the 20-year term, which would support debt of about \$42 million. The average cost per household is estimated to be around \$81 per year.

Mr. Witt advised that the cost estimates provided by staff at the last Council meeting were reviewed by a consultant and it was found that the early estimates were low. This new information was used to update the costs for all projects on the list. To allow the funding to go further, the project list was also adjusted, specifically Project 48 (Linden Avenue N) was modified to identify sidewalks on just one side of the street.

Councilmember Roberts asked if the cost estimates include right-of-way acquisition. Mr. Witt responded that right-of-way acquisition was factored into the consultant's estimates for the five sample projects, and then the cost estimates for all projects were updated accordingly.

Mr. Witt reviewed the revised project list with updated costs, noting that the list shows how many of the projects could be done based on 50%, 60%, 70% and 100% of the anticipated revenue. He pointed out that the last three projects on the list would no longer be attainable based on updated estimates, and the map has been updated to match the revised project list. Mr. Witt said staff is recommending the 60% level. He summarized that Resolution No. 430 contains 11 projects with a cumulative projected cost of \$27.8 million, which is approximately 66% of the anticipated revenue. If revenue is collected beyond the money needed to implement the project list, other projects identified in the 2018 Pedestrian Plan could be considered for implementation as well. The Council could also approve a portion of the funding to address emerging issues, however, the projects on the list will be a priority, and any additional projects will require approval by the City Council as part of the Capital Improvement Program.

Ms. Lane advised Resolution No. 430 and the accompanying ballot measure were drafted based on guidance from the City Council on June 16th. She reminded Council that State law requires that ballot measures be very clear on what voters are approving, and Council indicated they wanted to include the project list as part of the Resolution. Ms. Lane summarized that all of the revenue must be dedicated to repayment of debt and limits the use of revenue to pedestrian system improvements, either construction or repair. She said staff would like the City Council to confirm the resolution language and the project lists, as well as the direction to bring the resolution back for adoption on July 30th. In order to meet the ballot measure deadlines, staff will need to start advertising for a Pro-Con Committee as early as tomorrow based on Council's guidance and direction.

Councilmember Roberts referred to Project #57 on Meridian Avenue, noting that the property adjacent to Meridian Avenue is now owned by the King County Housing Authority, and there are very nice public trails within the interior of the property. He felt there is less need for a

sidewalk project in this location given the trail system that is already in place. Given the limited funding the ballot measure will produce, he would place this project as a lower priority or not include it in the first 60% prioritization. Tricia Juhnke, City Engineer, commented that Projects #98 and #57 were the highest scoring projects in the prioritization matrix. Project #57 received a safety score of 7. It is on a bus route with bus stops on both sides, and staff felt having pedestrian access on both sides was important.

Councilmember McGlashan observed that the Council already discussed the project list, and he supports the staff recommendations. If the ballot measure is approved, the Council will have some flexibility to change the prioritization of projects. He supports the current prioritization of Project #57, noting that there are two bus stops on Meridian Avenue between 205th and 195th that are inaccessible to pedestrians. While there is a trail on the King County Housing Authority property, only avid bicyclists and walkers will know it is there.

Deputy Mayor Salomon pointed out that, as currently proposed, Hamlin Park would not be served by a new sidewalk along 15th Avenue next to the Fircrest Property. Having this project as a #1 priority seems odd given that the southern portion of the Fircrest property does not get a lot of pedestrian use. He would rather see a sidewalk project on Ashworth Avenue, which is a straight, narrow road where cars travel quickly.

Councilmember Chang said she supports the current project list, which takes into account the sidewalk prioritization scores with some adjustments relative to geographic distribution, usage, etc. She said the list is a conservative estimate of what the City will be able to do with the funding. If more funding is available, additional streets can be added. The current list provides a good distribution of projects to encourage citywide support. Councilmember McConnell said she supports the project list as proposed by staff, as well.

Councilmember Scully also indicated support for the ballot measure, with the prioritization list presented by staff. He acknowledged that the list is not perfect, but every citizen has a different idea about what the exact priorities should be. He shares Deputy Mayor Salomon's concerns about 15th Avenue, but it is not enough for him to support reshuffling the projects on the list around.

Mayor Hall referred to the point made in the staff report, that by only committing to specific projects that would consume 66% of the projected revenue, the City would be under-promising so it can over-deliver. From the written comments the Council received, there are some people who do not feel very trusting of government agencies when doing ballot measures. If they go to the ballot with this set of projects that only specifically commits 66% of the money, he felt it would be highly likely the City could over-deliver. In addition, the City will continue to look for competitive grant opportunities and other revenues as well. He feels confident that, using the proposed package, the Council will be able to help build trust in government by showing that they can do everything they set out to do. He emphasized that approving the Resolution would give the City residents an opportunity to vote on whether they support raising the sales tax in order to build sidewalks.

Mayor Hall summarized that while some Councilmembers voiced concern about the prioritization of some projects, the consensus of the Council is to support the project list as proposed. Mr. Witt advised that Resolution No. 430 and the associated project list will come before the Council again on July 30th, with a request to form a pro-con committee.

Councilmember Scully disconnected from Skype and left the meeting at 7:45 p.m.

(b) Update on Sound Transit Lynnwood Link Extension Project and Discussing
Comments on In-Progress 90% Design

Juniper Nammi, Sound Transit (ST) Project Manager, was present to facilitate the discussion.

Rod Kempkes, ST Executive Project Manager for the Lynnwood Link, briefly reviewed the history of the project, which started in 2010 and is now reaching the 90% level of design. Sound Transit is currently reviewing the cost estimates, and City staff is reviewing the design submittal and providing comments. He also shared the aggressive schedule for moving the design forward with the goal of starting construction of the stations in mid-summer 2019 and the tracks in 2021. He advised that the project is scheduled to open in 2024. The baseline cost for the project is \$2.77 billion, and the revenue service date is fixed at July 17, 2024. All progress on cost and schedule will be measured against these baselines.

Mr. Kempkes reported that demolition of approximately 38 structures now owned by ST will begin this summer to remove potential nuisances for vandalism and security. Two additional contracts will be presented to the ST Board in November or December to cover the remainder of the demolition, as well as utility relocation, tree clearing and preparation grading for access to build the guideway.

Howard Fitzpatrick, Lead Architect from LMN Architects, walked the Council through the designs for the 145th Street and 185th Street stations. He provided pictures and described the features of the Shoreline South 145th Street Station design, which will include a 500-stall parking garage, a full complement of active bus bays and a kiss-and-ride drop off area for private vehicles. The buffers around the station will be well landscaped to provide screening and a number of replacement trees will be planted. The open lobbies will feed to elevators and escalators, with ticket booths to clearly mark the entrances. A canopy over the platform will provide 60% weather protection. He described the colors (gray and yellow) and materials that would be used, noting that the intent is to find ways to provide visual interest and texture. He also described the art features that will be part of the project.

Next Mr. Fitzpatrick provided pictures and described the features of the Shoreline North 185th Street Station design, noting that the parking structure was shifted from the west side of I-5 to the east. This change occasioned a complete redesign of the site and station. The proposal now identifies a side-platform, at-grade station, and a two-level parking garage with a bus loop on top. The passenger drop-off will be located on the east side of the site. A pedestrian bridge will allow patrons to get off the bus at the top level of the garage and circulate across the bridge to access the tracks. The surrounding neighborhood is very residential, and it felt right to keep the

station fairly low-profile. He described the colors (green and orange) and materials that would be used and noted that public art would be part of this project, as well.

Taylor Carroll, ST Light Rail Project Manager, complimented Shoreline staff for providing timely materials and helping ST identify issues and work through the permitting process. He advised that ST has its own Sustainability Department that puts forward policies and project standards for all of ST's projects along the corridor. He described how a regional transportation system can reduce greenhouse gas emissions and provide efficient modes of transportation to save people both time and money. He advised that ST recently established a goal of using 100% clean energy by 2030 using the "green direct" program put forward by Puget Sound Energy that allows them to purchase into 100% renewable energy sources. Mr. Carroll advised that ST used a combination of Shoreline's code, guiding principles and special-use criteria, as well as ST's own Design Criteria Manual to define what sustainability is for the two stations in Shoreline. He reported that ST recently completed its sustainability report, and he is pleased to announce that both stations have been designed to meet LEED Silver standards.

Mr. Carroll said that, prior to the meeting, City staff conveyed two main issues relative to sustainability: electric vehicle charging stations and photovoltaic solar panels. He explained that ST likes the concept of electric vehicle charging stations and has included them in past projects. However, they have since concluded that park-and-ride garages are not the best place to locate this technology because users tend to park for long periods of time (8-10 hours) and the turnover rate is low. Given the reduction in charging times, the number of users who actually benefit from the service is low. As a result of low demand, many of the existing electric vehicle charging stations have been "hooded".

Mr. Carroll said ST also believes that photovoltaic solar panels are important components of sustainability. However, LEED first encourages energy efficiency and then on-site energy production. He pointed out that ST was able to incorporate all of the elements that reduce energy use into the design to obtain a LEED Silver standard. Due to budget concerns and the need to make difficult design decisions, photovoltaic solar panels were not included in the design.

Councilmember McGlashan asked if escalators would be provided at the 185th Street Station. Mr. Kempkes answered that ST chose not to provide escalators at the 185th Street Station because there is only a 20-foot rise from the platform level to the bridge level. However, up escalators are warranted at the 145th Street Station, which has a 29-foot rise. He noted there are many similar situations within ST's system where escalators were not provided, either.

Councilmember McGlashan noted that the connector road off of 149th Street was not included on any of the 145th Street Station drawings. Ms. Nammi responded that it was not included in ST's presentation, but there will be shared-use path connections from the north ends of both stations to the nearest streets to the north.

Deputy Mayor Salomon recalled that rezoning the properties around the light rail stations was controversial, and many residents were very upset. He said he voted in support of the rezones because he believed it was the right thing to do. However, he felt a greater effort should be made

to preserve the neighborhoods. He is disturbed that ST is backing down from screening the parking garages, especially at the 145th Street Station.

Deputy Mayor Salomon expressed his belief that ST should build the infrastructure to promote electric vehicles, since they will play an important part in the lower-carbon future. Without additional information, he does not feel comfortable evaluating the reasoning provided by ST at this time. He suggested it would be beneficial to provide at least some charging stations, and perhaps there could be a 2-hour maximum for people who are on short trips to and from the station.

Councilmember McConnell cautioned that it is cheaper to install the electric charging stations at the time of construction rather than having to add them in at some point in the future and at the very least the infrastructure should be included as part of the project. She also expressed her belief that providing photovoltaic solar panels as part of the project demonstrates to the community that they are forward thinking and trying to use more renewable energy.

Councilmember McConnell questioned if a 4-foot tall sound barrier at the 145th Street station would be high enough and asked if there is a better mechanism for containing the noise. Mr. Kempkes advised that there are acoustical engineers on the design team, and with the exception of the wheels, light rail trains are very quiet. The intent was to lower the barrier so that train passengers can see the station and parking garage, yet it is high enough to prevent the noise from moving eastward into the neighborhood. On the west side, the barrier is intended to protect the platform from the noise on the highway, and a taller wall will be needed. He concluded that ST is quite confident in the technology that has been proposed.

Councilmember McConnell asked why escalators were not provided at the 185th Street Station. She noted that rail stations in other cities she has visited provide escalators. Mr. Carroll reminded the Council that escalators are very costly, and significant cost reductions were required. The intent is to build a system that serves the entire system, and every dollar spent at the Shoreline stations represents a dollar less for a station elsewhere. He pointed out that elevators would be available at both stations. Mr. Kempkes added that escalators are not provided at many rail stations in other cities, and people are required to climb stairs.

Councilmember Chang said she commutes to downtown Seattle and gets off at Pioneer Square, and she would never get in an elevator there, especially at night. If no escalators are provided, she asked what safety features would be provided in the elevators. Mr. Kempkes said ST takes safety issues very seriously, and crime prevention through environmental design is something they are charged with doing for every project. The elevators will have glass walls on both sides so people inside can see out and people outside can see in. There will also be security cameras with sightlines virtually everywhere within the station.

Councilmember Chang said she likes the redesign of the 185th Street Station, which is much less intrusive. However, she is concerned about the utilitarian-looking garage that is proposed for the 145th Street station, which will be right across the street from existing single-family homes.

Councilmember Roberts asked why there are separate northbound and southbound platforms at the 185th Street Station. Mr. Kempkes explained that the tracks would have to be split wide open starting further south in order to provide a center platform in that location and in this case, a side platform makes more sense. Mr. Carroll added that two platforms is a less costly approach in this location.

Councilmember Roberts commented that adding photovoltaic solar to a project is cost competitive with other forms of electricity that will be purchased. If solar is not provided, ST will have to purchase the energy from somewhere else. He also voiced concern that not including solar panels sends a signal that solar is not as important, and government agencies need to do a better job of encouraging solar energy. Councilmember Roberts also asked how difficult it would be to put charging stations in after the garages have been constructed. Mr. Kempkes answered that ST could include some low-cost provisions that would make it easier and less costly to install charging stations at a later time. Councilmember Roberts said he would prefer the charging stations be installed as part of initial construction but if that does not occur, he felt it would be appropriate for ST to at least make provisions for them to be added at a later time.

Mayor Hall recognized that compromises must be made to keep costs down and he expressed appreciation for the extraordinary work the design team has done to reduce the cost of the system. He agreed that the large parking garage proposed for the 145th Street Station is unsightly, and he wished it had been de-emphasized earlier in the process. The garages will be filled with cars regardless of how big they are, and most will be single-occupancy. In the long term, bus, pedestrian and bicycle connections need to be improved so that single-occupancy cars are no longer needed to get to and from the station.

While not part of the baseline project, Mayor Hall reminded the Council that the City has 60 acres of land west of I-5 near the 145th Street Station that could be within the walkshed of the station if a pedestrian/bicycle bridge is built at 148th Street. At the kind of densities they are seeing affordable housing being built at now (150 units per acre), a bridge in this location could potentially connect thousands of people to the station without needing to drive a car.

Mayor Hall shared that the City of Shoreline has been active with the Federal Delegation in an effort to maintain support of the full-funding grant agreement for ST-2 and ongoing funding for ST-3. Having the Federal Government follow through on its commitment to fund this transit project is part of what will allow the system to be built with the features the public wants. He voiced appreciation to Sound Transit for working in partnership with staff to bring the two stations to Shoreline and for being sensitive to community concerns.

Deputy Mayor Salomon asked how many elevators would be provided at each station, and Mr. Kempkes responded that the 145th Street Station would have two in the garage and two at the station. The 185th Street Station would have two connected to the garage and one at each of the three corners of the platforms.

Ms. Nammi reminded the Council that the design review process focused on the Guiding Principles that came out of community input provided before ST started its final design process. She commented that the collaborative process has worked well and is approaching a project that

all parties can be proud of. However, staff has highlighted the following design aspects that need further consideration:

- Staff is concerned that the cost-reduction measures went a little too far, and the resulting garage does not contribute to a high-quality place in the center of this new transit-oriented neighborhood. Staff is particularly concerned about the east and north facades of the 145th Street Station parking structure, which face residential development.
- Sustainability was important enough to the community that it was not only part of the Guiding Principles but incorporated directly into the Special Use Permit Criteria. ST relied heavily on its own Design Criteria Manual, and staff is not sure LEED Silver is good enough. Staff has identified the need to include both electric vehicle charging stations and photovoltaic solar energy as part of the project.
- Staff has identified locations where photovoltaic solar panels could be used and would like to see the conduit and space reserved for solar panels so it is a lot easier to install at some point in the future.
- Staff is recommending that ST meet their own criteria related to electric vehicle charging stations, which is 3% of their parking spaces with the capacity to add another 3% at some point in the future. Staff would like to see actual installation when the stations open, as well as additional capacity for the future.

Ms. Nammi recommended the Council encourage ST to take every effort available to them within their budget to meet the intent of the Guiding Principles. She said staff believes some reasonable compromises can be met without stretching the budget.

Councilmember McConnell said she supports staff's position that ST should at least provide the conduit and space for the solar panels to be added at a later time. Councilmember Roberts emphasized the need to push for screening on all floors on the east and north sides of the 145th Street Station parking structure, which will be adjacent to residential development. Deputy Mayor Salomon said he also supports the staff's comment letter, as it covers all of the concerns raised by the Council. Mayor Hall agreed with Councilmember Robert's comments relative to the need for screening on the 145th Street Station parking structure. He asked if ST might be willing to grant the City the air rights so it can install photovoltaic solar panels on the roof of their facilities if and when grant funding comes available in the future.

Mayor Hall asked if utility connections for the plaza areas, which were requested in earlier letters, would be provided. Ms. Nammi answered that the 185th Street Station is being redesigned and is not at that level of detail, but staff has it on the list to keep track of as the design moves forward. Mayor Hall suggested that the request should also be included in the comment letter.

The Councilmembers voiced support for the comment letter as presented by staff, with additional language to prioritize the screening on the north and east sides of the 145th Street Station parking structure, making sure the conduit is provided so that electric vehicle charging station

infrastructure can be installed after the fact, and making sure that utility connections are provided in the plaza area.

9. EXECUTIVE SESSION

At 9:10 p.m., Mayor Hall recessed the meeting into an Executive Session for a period of 30 minutes as authorized by RCW 42.30.110(1)(b) and RCW 42.30.110(1)(i) to consider the selection of a site or the acquisition of real estate by lease or purchase and to discuss with legal counsel matters relating to agency enforcement actions or litigation. He said the Council may take final action following the Executive Session. Staff attending the Executive Session included Debbie Tarry, City Manager; John Norris, Assistant City Manager; Margaret King, City Attorney. The Executive Session ended at 9:40 p.m., and Mayor Hall reconvened the regular meeting.

Councilmember McGlashan moved to direct staff to move forward with required notices and draft ordinance for discussion of potential condemnation of properties. Councilmember Roberts seconded the motion, which passed 4-2, with Mayor Hall and Councilmember Salomon voting in opposition.

10. ADJOURNMENT

At 9:43 p.m., Mayor Hall declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk