

CITY OF SHORELINE

SHORELINE CITY COUNCIL

SUMMARY MINUTES OF REGULAR MEETING

Monday, July 22, 2019
7:00 p.m.

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

PRESENT: Mayor Hall, Deputy Mayor McConnell, Councilmembers McGlashan, Scully, Chang, and Robertson

ABSENT: Councilmember Roberts

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 with the exception of Councilmember Roberts. Mayor Hall stated Councilmember Roberts was away for personal reasons. Councilmember Robertson moved to excuse Councilmember Roberts. The motion was seconded by Councilmember Chang and passed unanimously.

3. REPORT OF CITY MANAGER

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

4. COUNCIL REPORTS

Councilmember Scully said he attended the WRIA-8 Board meeting and reported that the numbers for Chinook salmon are dramatically down.

5. PUBLIC COMMENT

Mallory Van Abbema, Shoreline resident and policy and advocacy manager from the Housing Development Consortium, commended the Council for their leadership on equitable housing. She shared information about House Bill 1406 and urged Councilmembers to consider adoption of it.

Tom McCormick, Shoreline resident, said the Council should focus on multimodal traffic, not just cars, when considering the preferred option for the 185th Street Corridor. He recommended the Council include bike lanes from the Puget Sound to the 185th Street Station.

Ginny Scantlebury, Shoreline resident, said she was surprised to learn underground wiring was being considered for the 185th Street Corridor project and listed her concerns for the project.

6. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

7. CONSENT CALENDAR

Upon motion by Deputy Mayor McConnell and seconded by Councilmember McGlashan and unanimously carried, 6-0, the following Consent Calendar items were approved:

**(a) Approving Expenses and Payroll as of July 5, 2019 in the Amount of
\$7,427,737.91**

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
Prior period check voided/reissued			16304/16346		\$0.00
5/19/19-6/1/19	6/7/2019	85135-85401	16347-16368	74705-74710	\$711,283.75
6/2/19-6/15/19	6/21/2019	85402-85679	16369-16400	74917-74924	\$932,295.64
					<u><u>\$1,643,579.39</u></u>

***Wire Transfers:**

Expense Register Dated	Wire Transfer Number	Amount Paid
6/25/2019	1147	\$16,857.57
		<u><u>\$16,857.57</u></u>

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
6/12/2019	74589	74607	\$82,501.57
6/12/2019	74608	74688	\$20,168.46
6/12/2019	74689	74704	\$101,875.25
6/19/2019	74711	74741	\$3,825.32
6/19/2019	74742	74743	\$97,610.00
6/19/2019	74744	74744	\$7,500.38
6/20/2019	74745	74766	\$73,990.86
6/20/2019	74767	74797	\$4,696,746.06
6/26/2019	74798	74835	\$354,700.67
6/26/2019	74836	74871	\$78,508.68

6/26/2019	74872	74909	\$1,665.86
6/26/2019	74910	74916	\$1,740.49
7/2/2019	74925	74944	\$150,801.44
7/2/2019	74945	74954	\$19,052.31
7/2/2019	74955	74977	\$72,452.93
7/2/2019	74978	74987	\$4,190.67
7/3/2019	74966	74966	(\$390.00)
7/3/2019	74988	74988	\$360.00
			<u>\$5,767,300.95</u>

- (b) Adopting Ordinance No. 863: Minor Amendments to the Aurora Square Community Renewal Area Planned Action Ordinance**
- (c) Authorizing the City Manager to Execute a Professional Services Contract with Cascadia Consulting Group in the Amount of \$79,992 for the Climate Impacts and Resiliency Study**
- (d) Adopting Resolution No. 440 – Declaring Certain City-Owned Vehicles Surplus and Authorizing Their Sale as Provided in Shoreline Municipal Code, Chapter 3.50**
- (e) Authorizing the City Manager to Execute the Revised Temporary Construction Easements for Ridgecrest and Ronald Bog Parks and the Revised Ridgecrest Park Memorandum of Possession and Use Agreement and Administrative Possession and Use Agreement with Sound Transit**

8. STUDY ITEMS

- (a) Discussing and Selecting the Preferred Option for the 185th Corridor

Nora Daley-Peng, Senior Transportation Planner, delivered the staff presentation and was joined by Miranda Redinger, Senior Planner. Ms. Daley-Peng explained that the goal of the study is to create a vision for the Corridor that is future focused and supports the needs of all users. She described the scope of the project and said the intent is to better connect the Aurora Corridor, the future 185th Street Light Rail Station, and the North City Business District. She described the long-range transit planning being done by Community Transit and King County Metro Transit to maximize service.

Ms. Daley-Peng reviewed the study process to-date and remaining scheduled components of the study. She shared data on the Spring 2019 outreach efforts and results of the community preference survey and displayed a labelled graphic of the roadway segments of the study. She said staff used the survey results and technical analysis to help develop the recommended option. She explained that the team drafted several options for each individual segment. For Segment A, she said the project team did not propose lane configuration changes but believes pedestrian and bicycle improvements are needed and will plan to manage them through updates to the Transportation Master Plan. She noted that the team is also not proposing changes to Segment C with the assumption that Sound Transit's planned project improvements will stay in place.

She listed the next steps for the project before it will return to Council for consideration and said that tonight staff is looking for Council feedback on the options presented. She asked for Council's input on the policy issue of setting vehicle Levels of Service (LOS) and possibly moving from a vehicle to a multi-modal LOS standard of measurement, as well as including underground power and communication facilities in the development of the preferred option.

Ms. Daley-Peng described the recommended options of each segment of the Corridor and pointed out the key intersections. When asked for clarification on the design of Segment B, Ms. Redinger explained that the additional space needed beyond the existing right-of-way was identified as part of the subarea plan and a 15' setback was established to prohibit buildings from creeping up on roadway that might be needed in the future. In response to Councilmember McConnell's concern for LOS levels in this segment, Ms. Daley-Peng explained that the projected LOS is very high, but that is assuming that no updates are made between now and then, so with the suggested roadway upgrades the LOS will improve.

Ms. Daley-Peng was asked to provide information on the parking and bike options of the staff recommended option. In response, she mentioned that staff considered parking protected bike lanes and explained why they were determined to not be a preferred option for the improvements. When asked for details on improvements to 10th Avenue beyond the section identified in Segment D, she said this study has been a great tool for updating streets in the subarea, and through this process staff have become aware of the need to extend the improvements beyond the borders of the segment. She described the possibility of customizing portions of the road north and south of the segment and explained the process through which that would happen. When asked why the City is not proposing roadway changes to complete the bicycle network, Ms. Daley-Peng recognized the need for improved facilities within the apron of the right-of-way in the gap areas and said the improvements could be made as part of adjustments to the Street Matrix of the Engineering Design Manual. She offered to return to Council with that information.

In defining a multi-modal LOS, Ms. Daley-Peng explained that traditionally corridors are rated on how well they are serving the capacity and flow of automobiles. She said staff are gathering information on the value of establishing a standard that would account for the ways a roadway moves people by foot, bike, and transit; as well as by individual car. She said the challenge is that establishing a multimodal standard might mean accepting lowering the amount of throughput for automobiles in order to provide safe transit for the other forms. Mayor Hall added that this switch has been talked about for a long time, and what needs to be defined is if the purpose of a right-of-way is to move *vehicles* or to move *people*. He said that while right now we measure by number of vehicles, perhaps measuring by number of people would give more valuable information. Deputy Mayor McConnell said that a multimodal concept is important for ease of access to the Light Rail Station.

Ms. Daley-Peng was asked if using a multimodal matrix would change the LOS counts considerably, to which she offered the example that Swift projects ridership to and from the 185th Light Rail Station at 4,600 riders daily. Sound Transit is estimating 6,600 riders at the station each day, so two-thirds of those riders will be getting to the station using a bus. She said that the

goal is to provide a higher level of comfort and safety for cyclists, and the recommended option does so by moving the bike lanes off the street and behind the amenity zones. She added that bringing the sidewalks up to City standards will make transit easier for pedestrians. Mayor Hall said that with the ease of access to downtown provided by the Light Rail there is likely to be an increased number of people who choose modes of transportation beyond personal cars. He said that this is a motivator to explore tracking trip generation in a way that will monitor the actual modes of transportation throughout the corridor.

Ms. Redinger added that the LOS must be tracked because of concurrency. She said it is part of the Growth Management Act that during development, all the systems need to come up concurrently. In describing the projected usage of the corridor, she said there is not really a way to build a wide enough road if the only thing we are basing it on is vehicular traffic. She added that because of the importance of balancing all the needs and users of this road, it is appropriate to rate roads by taking into consideration the City's growth plan, accounting for multimodal transit.

In discussion of the pros and cons of underground utilities, Ms. Daley-Peng explained that Shoreline has a policy intent to underground power for capital projects, so staff would like direction on whether they should be considering undergrounding power for this project. When asked for cost estimates, Ms. Daley-Peng said she would follow up to provide some per mile rough estimates. Ms. Redinger described the estimation process as full of complicated considerations and said staff's intent was to open conversations by making it clear that the recommendation for Segment B does involve undergrounding on the south side. Mayor Hall added that by eliminating power lines, it allows trees to reach their natural height. He said when it comes to long corridors, if undergrounding does not happen at the time of development, it is unlikely to happen later so it is worth considering. Ms. Redinger clarified that this project does not have funding to be a capital project, but that the goal of this work is to have the standards in place for developers. She reminded the Council that since undergrounding is not something that can be done piecemeal, bigger questions will arise, and more conversations will need to happen moving forward. Deputy Mayor McConnell said the underground wiring made a huge aesthetic difference on Aurora in Shoreline, but she also recognizes that the cost can be prohibitive. All Councilmembers in attendance agreed staff should continue to research the option of undergrounding utilities.

Councilmember McGlashan said the City needs to work on the bicycle connections from the Puget Sound to the Station. He described the challenges of the crossing at 185th and Midvale as part of the Interurban Trail and said it needs improvement, and that continuing the bike lane down to Dayton is important. He said if we do not make it easy for transit to get to the station, neighborhoods will be greatly impacted with parked vehicles.

Councilmember Robertson said she is pleased that some parking will remain on 10th Avenue Northeast.

Mayor Hall said he supports moving to a LOS that measures moving people through the corridor, saying it will help the City measure how successful we are with projects such as this. He said he recognizes the defined scope of this project, and that trying to connect the gaps in the long term

is important. He suggested an interim solution of building a multi-use path using the City-owned amenity space on the southwest side of Aurora and 185th.

Councilmember Scully said he recognizes the necessity of improving Segment A as a separate project. He is pleased the trees are being protected and said that he supports undergrounding as a City initiative. He said he shares Councilmember Roberts' concerns for pedestrian crossings and does not see a design solution that is safe for midblock crossings. He said he hopes enough protected crossings are created so pedestrians are not tempted to cross midblock.

Mayor Hall summarized that generally the Council is supportive of the staff-recommended option; has an interest in seeing what improvements can be done in Segment A; would like to consider extending the improvements on 10th Avenue north and south of the Segment; and has an interest in undergrounding utilities with sensitivity to the costs and the upcoming corridor improvements.

(b) Discussing City Programs Funded by the Vehicle License Fee and I-976

Randy Witt, Public Works Director, delivered the staff presentation, and was joined by Tricia Juhnke, City Engineer. Mr. Witt described the components of Initiative I-976, saying that the key elements for the City are that it would repeal the local Transportation Benefit District (TBD) fees and limit the annual license fees for cars; at a potential loss of \$1,660,000 per year. He explained that if the initiative passes it would significantly disrupt funding of roadway and sidewalk preservation projects and reduce funds for new transportation projects. He displayed a list of the ways I-976 would impact Shoreline and described how it would trickle down and impact other City projects. He clarified that the transportation funds not impacted are the Transportation Impact Fees (TIF), which are tied to specific projects, and the voter approved Sales and Use Tax for construction of new sidewalks.

Mr. Witt shared information on the ordinances adopted in Shoreline that impose license fees in order to provide revenue to support pavement management and sidewalk maintenance. He displayed data from the Real Estate Excise Taxes (REET), the TIF, and the Vehicle License Fees (VLF) reflecting the historical income and projections for future revenue, and listed the funding sources and dollar amounts for annual road surface maintenance costs. He explained that the VLF is the primary source of revenue for the sidewalk rehabilitation program. He described ways in which the Vehicle License Fee supports the City's Financial Sustainability Plan, the policy to preserve existing infrastructure before building new facilities, and the associated Council Goals on management of the City infrastructure. He listed the financial impact to both the State and to Sound Transit, which indirectly would also impact Shoreline.

He shared the staff recommendation that Council consider adopting a resolution in opposition of the initiative and shared the next steps and timeline should Council decide to do so.

It was unanimously agreed that taking a position in opposition of the measure would be appropriate due to the direct impact it would have on the community. Council requested staff bring forward a resolution for review.

9. ADJOURNMENT

At 8:32 p.m., Mayor Hall declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

DRAFT