

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF REGULAR MEETING

Monday, October 28, 2019
7:00 p.m.

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

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

ABSENT: Mayor Hall

1. CALL TO ORDER

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

2. FLAG SALUTE/ROLL CALL

Deputy Mayor McConnell led the flag salute. Upon roll call by the City Clerk, all Councilmembers were present with the exception of Mayor Hall. Councilmember McGlashan moved to excuse Mayor Hall for personal reasons. The motion was seconded by Councilmember Scully and passed unanimously, 6-0.

(a) Proclaiming America Recycles Day

Deputy Mayor McConnell read a proclamation declaring November 15, 2019, as America Recycles Day. Stephanie Henry was present to accept the proclamation. Ms. Henry said she started the Shoreline Flatware Lending Library because it is important that individuals make choices to reduce waste, conserve resources, and protect the environment. She urged the City Council to set an aggressive goal of 100% clean and renewable energy for Shoreline's electricity grid and impressed upon them the importance of large scale systemic change.

3. REPORT OF CITY MANAGER

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

4. COUNCIL REPORTS

Councilmember Robertson said she had the pleasure of filling in for Mayor Hall at the King County Cities Climate Collaboration (K4C) event. She said the group consists of King County and 17 partners, shared information on the presentations and current actions, and said there was an emphasis on the importance of electrification and efficiency. Additionally, she said she

attended the Animal Medical Center Ribbon Cutting event and described the facility and services they will offer.

Councilmember Scully said he attended a homelessness relief efforts reorganization meeting. He explained that this was a general meeting where cities could send representatives to ask questions. He said that homelessness is a problem of significant magnitude, and even as there are concerns about a few discreet parts of the proposed plan, he hopes people support it because the current system is not effective government.

5. PUBLIC COMMENT

There was no public comment.

6. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

7. CONSENT CALENDAR

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

(a) Approving Minutes of Regular Meeting of October 7, 2019

(b) Approving Expenses and Payroll as of October 11, 2019 in the Amount of \$1,801,351.32

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
9/8/19-9/21/19	9/27/2019	87320-87577	16692-16721	76216-73223	\$916,369.81
					<u>\$916,369.81</u>

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
10/3/2019	76199	76200	\$608.00
10/3/2019	76201	76214	\$120,161.78
10/3/2019	75900	75900	(\$54.00)
10/3/2019	76215	76215	\$54.00
10/9/2019	76224	76259	\$617,449.85
10/9/2019	76260	76301	\$144,301.75
10/9/2019	76302	76309	\$553.67
10/10/2019	76310	76319	\$1,906.46

(c) Authorizing the City Manager to Execute a Service Contract with Carol Worthen in the Amount of \$70,000 for Business Pollution Prevention Inspection Services

8. ACTION ITEMS

- (a) Adopting Resolution No. 448 - Declaring the Intent to Adopt Legislation to Authorize a Sales and Use Tax for Affordable and Supportive Housing in Accordance with Substitute House Bill 1406
- (b) Adopting Ordinance No. 869 – Authorizing the Maximum Capacity of a Local Sales and Use Tax to Fund Investments in Affordable and Supportive Housing

Colleen Kelly, Community Services Division Manager, delivered the staff presentation. Ms. Kelly opened by explaining that her presentation would cover Action Items 8a and 8b. She reviewed the details of Substitute House Bill No. 1406 and emphasized that there is no financial impact to consumers with this sales tax credit. She shared estimated revenue amounts for the City based on the tax credit rate of 0.0073% and recognized Council’s decision to not impose a separate qualifying tax that would have allowed for consideration of a higher rate. Ms. Kelly listed the permitted uses and the required actions.

Councilmember Roberts moved adoption of Resolution No. 448 declaring the intent to adopt legislation to authorize the maximum capacity of sales and use tax for affordable and supportive housing in accordance with Substitute House Bill No. 1406. The motion was seconded by Councilmember Scully.

Councilmember Scully reinforced the fact that this is not an additional tax, but simply a way to maintain local control over a portion of a tax that is already being collected.

The motion passed unanimously, 6-0.

Councilmember Roberts moved adoption of Ordinance No. 869, authorizing the maximum capacity of a local sales and use tax to fund investments in affordable and supportive housing. The motion was seconded by Councilmember McGlashan.

The motion passed unanimously, 6-0.

- (c) Adopting the Preferred Option for the 185th Street Multimodal Corridor Strategy

Nora Daley-Peng, Senior Transportation Planner, and Kendra Dedinsky, City Traffic Engineer, delivered the staff presentation. Ms. Daley-Peng said tonight’s focus is on the updates to the 185th Street Multimodal Corridor Strategy made since the last Council presentation and includes refinements to mid-block cross sections and a summary of supporting analysis, project delivery approach, and funding strategy.

Ms. Daley-Peng defined the Corridor segments and said the goal is to create a vision that is future-focused and supports the needs of all users. She reviewed the year-long process, which is scheduled for completion this winter.

Ms. Daley-Peng displayed a map of the full Corridor, then described each segment as follows:

- Segment A: No curb to curb roadway changes are proposed. There are pedestrian and bike path improvements that include bike paths at curb level to fill in the connections through the Corridor.
- Segment B: Two travel and two BAT lanes. Increased curb-to-curb width and amenity zone areas width, accommodating tree retention on the northside. She described how power undergrounding could be accommodated with an amenity zone in-between the bike and sidewalk zones and acknowledged that a decision on whether to underground power requires more information, so this option accommodates flexible outcomes. She explained the re-dimensioning of the pedestrian, bicycle, and amenity zones to allow them to be built incrementally with each portion of frontage improvements.
- Segment C: Three lane section with two travel lanes, a center turn lane, buffered bike lanes and enhanced pedestrian zones.
- Segment D: Two travel lanes, buffered bike lanes, on-street parking, and enhanced pedestrian zones.
- Segment E: Two travel lanes, enhanced bike lanes, amenity zones, and sidewalks.

Ms. Daley-Peng said that based on feedback on how the segment updates would influence 10th Avenue on the north and south ends of the study area, the Study Team developed recommended updates to the Engineering Development Manual (EDM) Street Matrix for 10th Avenue. She said the updates to the north of 10th Avenue include two 10' travel lanes, buffered bike lanes, on-street parking, and amenity zones; the updates to the south portion include two 11' travel lanes, buffered bike lanes, on-street parking, and enhanced pedestrian zones.

Ms. Dedinsky said that during the design analysis the Study Team determined the need to extend Segment B's four-lane cross-section as far east as possible to 5th Avenue NE. She said that, assuming standard trip generation with redevelopment, traffic volumes on the corridor would increase significantly and would bring the volume to capacity ratios for general purpose traffic well over the adopted standards. She said that the focus of the strategy has been on reducing car dependency within the subareas by providing robust transportation choices. She stated that there will be a need for new multimodal Level of Service standards throughout this Corridor. Ms. Dedinsky added that from the transit perspective, four lanes is the bare minimum needed in order to keep transit from getting stuck. She said that outside of restricting cars from using the street, there is not another option that allows for a narrower cross-section.

Ms. Dedinsky said the key intersection design scenarios were reviewed closely. She described process and said there was a specific focus on transit travel times. She said both intersection control scenarios resulted in similar projected travel times from Aurora to the future Shoreline North Light Rail Station in year 2035. She added that additional analysis will be required to determine the best plan.

Ms. Daley-Peng reviewed the project delivery approach planned for the near, mid-, and long term and described the most effective near-term strategies. She said it is important to maintain a balanced and sequenced approach to implementing capital projects in order to have the resources to complete projects and fulfill associated funding obligations. She summarized that the fundamental strategy for sequencing implementation of the 185th Street Multimodal Corridor is to avoid competing with the resources needed to deliver the City's obligated projects by utilizing a schedule that will follow them.

Councilmember Scully moved adoption of the preferred alternative for the 185th Street Multimodal Corridor Strategy as outlined by staff. The motion was seconded by Councilmember McGlashan.

Councilmember Scully thanked staff for including an option to underground power to preserve trees. He said he recognizes there is no way Segments B and C can increase capacity to move cars but asked if flexible alternatives to using designated space for parking have been considered for Segment D. Ms. Dedinsky said that because it is a short segment there is not enough room to get use out of a third lane. She emphasized that what is key in such a short area is to have the intersections working properly, and roundabouts seem to be the best alternative. She added that there will be an opportunity to look at traffic modeling more in depth during the Transportation Master Plan update. Ms. Dedinsky also reminded Council that parking is key to support the business function in the MUR-70 zone.

Councilmember McGlashan said he is happy roundabouts are being considered and asked if there are any intersections that could accommodate multilane roundabouts with the current width of the right-of-way. Ms. Dedinsky explained that the footprint of the larger intersections will expand significantly with either option.

The placement order and design specifics of travel, parking, and buffer zones were discussed. The 2' buffer zone between traffic and the bicycle lanes was described as a visual barrier, rather than a physical one. Ms. Dedinsky said the width of both the parking and bike lanes would allow riders space to maneuver safely. Ms. Daley-Peng added that it is safest to provide a consistent experience between segments for the users.

Councilmember Roberts said there are many benefits to the refinements, including the consistent bike corridor and the north/south extension of the 10th Avenue design. He asked about any planned improvements to 180th west of 10th Avenue, and Ms. Daley-Peng said that in conjunction with this analysis, staff are evaluating how a seamless connection to the trail along the rail can be created for pedestrians and bicyclists.

Councilmember Roberts asked if a single lane roundabout without a bus lane would improve transit travel times. Ms. Dedinsky said it would not be adequate at the larger intersections. She described additional intersection scenarios that were evaluated and determined to be insufficient.

Councilmember Roberts said he is still concerned about the pedestrian safety and cost impacts associated with Segment B. He said he is especially concerned for pedestrian safety near the 185th Street and 1st Avenue NE intersection. Ms. Dedinsky agreed that expanding the roadway to

four lanes increases risks for the pedestrian crossing experience and described the process in coming to this design. She said that BAT lanes act as a traffic calming measure but do not necessarily improve the crossing experience. Ms. Dedinsky noted the volume projections for 185th Street are greater than is seen on Aurora currently and as development occurs the City will continue to look for ways to make crossing safe.

Councilmember Roberts stated that he is not comfortable moving forward with the Preferred Option at this time.

Councilmember Robertson said she feels once the bicycle lanes are completed, they will get more use. She said that she likes roundabouts, and it will be important to educate drivers on how to use them, and to enforce the rules of the road once implemented.

Councilmember Chang said she supports the Preferred Option. She confirmed that currently west of Segment A there still would be no bike lanes between Dayton and Fremont. Ms. Daley-Peng described the challenges to this section of roadway and said this gap in the bike network could be addressed through the EDM Street Matrix. Ms. Dedinsky added that because of the ongoing Point Wells discussions, the City has waited on the design of improvement concepts on the Richmond Beach Corridor.

Deputy Mayor McConnell recognized that the 185th Street Corridor will change dramatically. She said she is also concerned about crossing safety at the 185th Street and 1st Avenue NE intersection.

Councilmember Roberts said there is no hurry to adopt the Preferred Option today, and he would rather have more information before making a decision. Since it is not known how many people will use alternative modes of transportation in the future, the City must work with the traffic projections that currently exist. He suggested that more people may seek alternative modes of transportation if vehicle use is a less efficient option.

Councilmember Scully asked what the impact of delaying a decision would be. Ms. Dedinsky said that the immediate downside is that redevelopment is happening right now and so every frontage improvement that occurs between now and adoption may potentially be incompatible with the Preferred Option concept. Ms. Daley-Peng added that this is a high level concept designed to set multimodal options in place. She said there is not much more refinement that can be done without re-engineering.

The motion passed, 5-1, with Councilmember Roberts voting no.

9. STUDY ITEMS

(a) Discussing the Light Rail Station Subarea Parking Study

Kendra Dedinsky, City Traffic Engineer, delivered the staff presentation. Ms. Dedinsky said the Subareas Parking Study was initiated to prepare for increased parking demand in response to new Light Rail Stations and density increases in the subareas. She described the focus of the

initial study effort and said subsequent data will be collected prior to, and after, the station openings. She said Shoreline's current traffic laws include only a few minor amendments to the provisions of State laws, and she described elements of on-street parking management.

Ms. Dedinsky talked about parking management tools and the importance of consistent enforcement. She explained that Restricted Parking Zones (RPZs) are used to ease parking congestion in residential neighborhoods around significant parking generators and would be a prime tool to use near the Light Rail Stations. She reviewed some of the City's parking management activities and displayed data showing the increase in new parking restriction signs by year. She stated that most of the signs installed have been in response to complaints received, rather than proactively. She said that the Police estimate the number of parking tickets issued could increase significantly with dedicated staff.

Ms. Dedinsky displayed the results of the 2019 Parking Demand data collection, noting residential versus employment demand. She said the summary data shows that on-street parking is generally underutilized in both subareas, and when roadways are underutilized the maintenance costs can waste public resources. She offered that parking demand management comes into play once target utilization is exceeded and the roadway becomes a valuable asset.

Ms. Dedinsky said that the Parking Demand Projections provide a very high level of parking demand based on the subarea housing and the employment growth thresholds. She described the assumptions within the projections and said the City will work with Sound Transit on mitigation efforts before and after the stations open.

In conclusion, Ms. Dedinsky listed the Near- (over the next five years), Mid- (five to 10 years), and Long- (10+ years) Term Recommendations.

Councilmember Robertson said the City is poised for serious changes and major growth.

Councilmember Roberts commended the depth of information in the report and said it provides a good background to reference as development occurs. He asked in what parts of the City the parking restriction signs were being installed. Ms. Dedinsky shared examples and said they are frequently installed in response to resident concerns over sightlines or pedestrian safety. Councilmember Roberts confirmed that the rationale behind the recommendation to update the monetary penalties for parking violations is to help offset the processing costs through King County. Ms. Dedinsky added that staff will return to Council with additional information and recommendations for adjustments to parking violation fees.

Councilmember Scully said parking is a top priority in the southeast corner of the City, where there are more apartment buildings. He suggested the City pay some attention to improving parking in that area before there is a need to do the same in the Light Rail Station areas. He said high parking fees are regressive, and he does not want the City to make a profit on monetary penalties, adding that he would be comfortable if the City was not completely revenue neutral on parking enforcement. He hopes the use of meters can be pushed off a long time.

Councilmember Chang said she likes the list of near-, mid-, and long- term recommendations; feels the City needs to be at least revenue neutral on the monetary penalties for violations; and that having real-time parking technology in the Light Rail garages would be beneficial. Ms. Dedinsky said the City would have to explore partnering with Sound Transit for this.

Councilmember Roberts said it would be helpful to put the real-time parking signs as far out on access streets as possible to inform commuters.

Deputy Mayor McConnell said she appreciates informational parking signage for both education and enforcement. She acknowledged change is coming, and it brings mixed emotions.

10. ADJOURNMENT

At 8:42 p.m., Deputy Mayor McConnell declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk