

**CITY OF SHORELINE**  
**SHORELINE CITY COUNCIL**  
**SUMMARY MINUTES OF REGULAR MEETING**

Monday, February 24, 2020  
7:00 p.m.

Council Chambers - Shoreline City Hall  
17500 Midvale Avenue North

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

Deputy Mayor Scully said that the Continuum of Care Board is transitioning to a new structure which includes an executive committee. He said they are recruiting now for members who have lived experience and directed interested parties to the All Home website to apply.

Councilmember Chang reported that at the King County Metro Regional Transit Committee meeting they discussed the workplan for the year, which includes updating the guiding documents, and said the main part of the work will be to figure out how to incorporate the mobility framework. She reminded everyone to give feedback to Metro on proposed bus route changes by completing their online survey.

Mayor Hall stated that Seattle City Councilmember Debora Juarez joined the Council at their dinner meeting earlier this evening and the discussion focused on the 145<sup>th</sup> Street Corridor and regional homelessness issues. Additionally, last week he attended the Mayors' Exchange with the Association of Washington Cities and said they fought for local control of land use but the

legislature passed a law that preempts local authority to regulate Accessory Dwelling Units, which will require the City to update its regulations.

5. PUBLIC COMMENT

Suzanne Grant, Seattle resident, sang a song emphasizing the importance of preserving trees.

Michele Moyes, Shoreline resident, shared the valuable benefits mature trees provide.

Isis Charest, Shoreline resident, said it is sad that trees are worth more dead than alive. She asked the City to set a monetary value on living, elder, trees.

Bergith Kayyali, Shoreline resident, said she moved to Shoreline for the trees, and they are in danger. She asked the city to explore creative solutions to development to preserve the trees on Dayton Avenue. She suggested that establishing a sidewalk board or committee could assist with this.

Janet Way, Shoreline resident, spoke regarding the Fircrest campus property. She shared images of the area and the history of its chapel and said she is applying for a grant from 4Culture to nominate it for protected status. She asked the Council to amend language in the Master Development Plan to better protect trees and to include a provision for protection of the chapel.

Frank Coble, Shoreline resident, said he is bothered by noise from his neighbors' motorcycles and shared his subsequent interactions with the City's Code Enforcement Division.

Anne Siems, Seattle resident, spoke representing all the trees of the City. She said it is Council's responsibility to protect the trees and listed the benefits mature trees provide.

Barbara Johnstone, Shoreline resident, reflected on the stories she has heard of when Shoreline was still a forest. She said there should be an alternative to cutting down trees for sidewalk improvements. She described the permanent losses associated with mature tree removal and urged the Council to commit to protect them.

Mark Rettmann, Shoreline resident, spoke regarding the Coronavirus quarantine site established in Shoreline. He said the site is placed in a population-dense area and brings danger to the community. He asked if Shoreline was consulted by the Department of Social and Health Services (DSHS) on it and said there needs to be communication on the City's preparedness to Shoreline residents. He stated that the area is not zoned to be a quarantine site for a pandemic. Additionally, he agreed that trees should be saved.

Derek Blackwell, Shoreline resident, said there is no reason to construct a sidewalk on Dayton Avenue by the Washington State Department of Transportation building because there is not much foot traffic. He said the bus stop there is defined by Metro as low use and asserted it does not need improvement. He asked Council to reaffirm a commitment to the environment by preserving the trees in the area.

Laethan Wene, Shoreline resident, said that as a bus rider it is important to him to have easy access to transportation and said he is concerned about where he will catch the bus if routes change.

Deputy Mayor Scully expressed concern about the potential misinformation shared about the Coronavirus quarantine site and asked Ms. Tarry to give an update. She responded that the Department of Health (DOH) has sited a Coronavirus response quarantine site consisting of five Recreational Vehicles adjacent to the DOH on the property the DSHS leases from the Department of Natural Resources. She explained the site is for individuals who may have been exposed to the virus but cannot self-quarantine and are not displaying any symptoms. She said the City issued a permit for the siting and shared the ways information on the site has been communicated to residents.

## 6. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

## 7. CONSENT CALENDAR

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

- (a) Approving Minutes of Regular Meeting of December 9, 2019**
- Approving Minutes of Regular Meeting of January 6, 2020**
- Approving Minutes of Regular Meeting of January 13, 2020**

- (b) Approving Expenses and Payroll as of February 7, 2020 in the Amount of \$19,045,243.61**

### **\*Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
1/12/20-1/25/20	1/31/2020	89682-89935	16910-16926	77738-77743	\$910,153.53
Q4 2019 L&I	1/31/2020			77664	\$59,603.34
Q4 2019 ESD	1/31/2020			77665	\$14,553.24
					<u>\$984,310.11</u>

### **\*Wire Transfers:**

Expense Register Dated	Wire Transfer Number	Amount Paid
1/27/2020	1156	\$6,884.58
2/6/2020	1157	\$16,996,939.64

\$17,003,824.22**\*Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
1/29/2020	77615	77616	\$23,500.00
1/29/2020	77617	77625	\$145,955.61
1/29/2020	77626	77637	\$175,810.07
1/29/2020	77638	77646	\$107,134.64
1/29/2020	77647	77662	\$96,852.46
1/31/2020	77663	77663	\$4,930.60
2/5/2020	77666	77677	\$337,666.12
2/5/2020	77678	77684	\$11,285.17
2/5/2020	77685	77693	\$45,702.41
2/5/2020	77694	77707	\$805.00
2/5/2020	77708	77715	\$21,680.02
2/5/2020	77716	77732	\$85,404.56
2/5/2020	77733	77736	\$382.62
2/5/2020	75932	75932	(\$2,228.58)
2/5/2020	77737	77737	\$2,228.58
			<u>\$1,057,109.28</u>

**(c) Adopting the 2020 Federal Legislative Priorities****(d) Authorizing the City Manager to Enter into a Participating Membership with Sourcewell Cooperative Purchasing Agreement****(e) Authorizing the City Manager to Execute a Contract with Community Attributes, Inc. in the Amount of \$94,000 for Creation of a Housing Action Plan****(f) Authorizing the City Manager to Execute a Contract with TCF Architecture, PLLC in the Amount of \$407,687 for Design of City Maintenance Facilities at the Brightwater Site****8. ACTION ITEMS****(a) Adopting Ordinance No. 882 Amendments to Master Development Plan and Special Use Permit Decision Criteria**

Andrew Bauer, Senior Planner, delivered the staff presentation. Mr. Bauer shared background on the code amendment process and explained that this batch of amendments would update the decision criteria to correct inconsistencies related primarily to Campus zones and Essential Public Facilities (EPFs) within the City. He stated that the Fircrest Campus Zone is the last remaining site in the City that does not have an approved Master Development Plan (MDP), and

during discussion of potential siting of an EPF on the Campus some inconsistencies with the current code as it relates to MDPs and Special Use Permits (SUPs) were brought to light, which resulted in the moratorium on MDPs and/or SUPs related to EPFs while clarifying updates were made. He said tonight's presentation would include Council requested amendments and one minor staff proposed revision. He said the proposed amendments would address topics in the moratorium, clarify the relationship and processes between MDPs, EPFs, and SUPs, define behavioral health facilities, identify Mixed-Business zones as potential zones for behavioral health facilities, and also support the current goals and visions for the City. He added that the decision criteria have not been evaluated or updated in over a decade.

Mr. Bauer said that amendments to the SUP criteria address the facility siting process and issues around equity and social justice, confirm concurrence with emergency service providers, and consider impacts related to the facility and provide mitigation. He explained that the new criteria for MDPs create a community benefit requirement, establish parameters for campus growth plans, and extend the approval process to twenty years.

Mr. Bauer gave an overview of the outreach and planning milestones since the moratorium was established and said staff recommends adoption of Ordinance No. 882, amending the criteria for MDPs and SUPs and repealing the moratorium.

**Councilmember McGlashan moved to adopt Ordinance No. 882, amending criteria for MDPs and SUPs and repealing the current moratorium. The motion was seconded by Councilmember McConnell.**

Councilmember McGlashan said he is comfortable with the changes and asked for clarification on comment received regarding conflict about tree removal. Mr. Bauer explained that the word 'healthy' was added to identify the tree status requirement for tree retention.

Councilmember Robertson asked for information on how the criteria would potentially impact on any future landmark status designation. Mr. Bauer said the two could coexist and could occur concurrently or separately from the MDP. He explained the review process and analysis that the Landmarks Commission would provide in these instances.

Councilmember Chang asked for a review of the items addressed in the DSHS letter and to discuss any ramifications. Mr. Bauer said that there have been several clarifying conversations with DSHS staff during the process and the letter requests that even if the overall facility may be established under a certain set of rules, sets of beds within the facility can be licensed under separate designations. He said the definitions proposed by staff are more detailed than the facility classifications, and shared examples. He said from a land use perspective it is important to differentiate between types of behavioral health service designations, so this provides the best approach from a regulatory standpoint.

Councilmember McGlashan said during the Council's meeting with DSHS Secretary Cheryl Strange she commented that they are limited to 16-bed facilities, and plan on three separate 16-bed facilities on site, two of which would be leased out to be run by other entities but with oversight by the DSHS.

Deputy Mayor Scully expressed support for the Ordinance. He stated that since much of what DSHS wants to do on the Fircrest Campus site is considered an EPF, the Ordinance allows some control over land use, including preservation of trees and inclusion of public benefits. He said that staff has done a great job of supporting DSHS to use the land as they intend while still ensuring benefits for Shoreline residents. He said the language around tree preservation removes the economic component as a consideration to tree removal. He observed that many of DSHS's submitted comments were site specific but the modifications to the MDP language need to be general enough to apply to any site.

Councilmember Roberts said the amendments have improved the MDP process and cleaned up some of the code. He said he would have liked the Planning Commission to have considered height limitations in the interior of Campus zones, since they seem to create some unnecessary buffers, an observation with which Mayor Hall agreed. Councilmember Roberts advised that when drafting code language, it should be written to be broadly accepted but also narrow enough to fit the particulars of the properties.

**Councilmember Roberts moved to strike the word 'healthy' in SMC 20.353 E(6) and insert the word 'nonhazardous'. The motion was seconded by Deputy Mayor Scully.**

Councilmember Roberts explained that 'healthy' is not defined in the Development Code, so 'nonhazardous' would be a more precise language choice. Mayor Hall agreed that using a term that is already defined provides clarity.

**The motion carried unanimously, 7-0.**

Mayor Hall thanked staff for the work done in partnership with all stakeholders. He supports the inclusion of the requirement to develop in a compact manner to preserve trees and open spaces and appreciates the increased transparency in the process. He noted that the DSHS letter asked for the City to allow that someone who leases property be allowed to apply for permits, but he said it is standard practice to require the landowner be the one who approves a permit request, so he supports the Ordinance as amended.

**The main motion as amended was adopted unanimously, 7-0.**

- (b) Appointing the 2020 Members to the Planning Commission and Shoreline Landmarks and Heritage Commission

Steve Szafran, Senior Planner, delivered the staff presentation. He stated that on March 31, 2020, the terms of four current Planning Commissioners will expire. He said that three of the four Commissioners have met term limits and the fourth chose not to reapply. He said the City also needs to appoint an additional member to the King County Landmarks and Heritage Commission. He reviewed the application process, stating that 28 applications were received, and nine finalists were interviewed by a Council subcommittee. He said the subcommittee recommended the appointment of Julius Rwamashongye, Pam Sager, Andy Galuska, and Janelle

Callahan to the Planning Commission and to appoint Andy Galuska as a Special Member to the King County Landmarks and Heritage Commission.

**Councilmember Robertson moved to appoint Julius Rwamashongye, Pam Sager, Andy Galuska, and Janelle Callahan to the Planning Commission for four-year terms that will run from April 1, 2020 through March 31, 2024, and that the Council move to appoint Andy Galuska as a Special Member to the King County Landmarks and Heritage Commission for a four-year term that will run from April 1, 2020 through March 31, 2024. The motion was seconded by Councilmember McConnell.**

Councilmember Robertson recognized the two new Planning Commissioners present, and said it was a pleasure to get to know all four of the members through the interview process. She said she feels good about the appointees because of the diversity of skillsets, life experiences, and geography they bring to the Commission.

Deputy Mayor Scully said he was impressed by all the applicants and echoed Councilmember Robertson's comments. He commended the work of the departing Commissioners.

Councilmember McConnell thanked the subcommittee for their work on the selection process.

Mayor Hall said there would be a formal recognition of the outgoing commissioners at a future meeting. He remarked that Shoreline is lucky to have so many people committed to being deeply involved in the community.

**The motion carried unanimously, 7-0.**

## 9. STUDY ITEMS

### (a) Discussing Neighborhood Traffic Safety Program Policy Revisions

Kendra Dedinsky, City Traffic Engineer, delivered the staff presentation. Ms. Dedinsky said the Neighborhood Traffic Safety Program (NTSP) was originally developed in 2001 to address resident concerns about traffic safety on local streets. She added that since its origin changes to program resources, newly available data, and the City's continued focus on valuable, equitable, and inclusive customer service have spurred the need to reevaluate the program's delivery and effectiveness.

Ms. Dedinsky said since the program's origin more than 75 traffic calming devices have been installed, that participation tends to vary between 15-25 active efforts annually, and the program structure and process has remained largely unchanged. She said that after 2012 the originally discrete arterial and local street traffic safety programs were combined, and funding was reduced. She continued that in addition to the major funding changes, dedicated police enforcement toward the NTSP was also cut, removing an important piece of the program. She said it is worth noting that the combined annual Capital Improvement Plan Project named "traffic safety improvements" encompasses the NTSP for local streets but is intended to also cover

arterial street improvements. She offered that given the on-demand nature of the NTSP, there are limited resources that remain available for arterial street improvements.

Ms. Dedinsky explained that over the last decade many development and operational changes have resulted in significant increases in priority Traffic Services workload, which competes with the time available to administer the NTSP. She offered that the current program provides opportunities for resident-staff interaction and education but requires a significant investment of both staff and resident time and often does not result in physical calming devices.

Ms. Dedinsky said that staff initiated this reevaluation because there is now more readily available data that can be used to inform better decisions around traffic safety. She said the current Traffic Safety Improvements Program gives precedence to local streets, but if the goal of the Traffic Safety Improvements Program is to reduce injury collisions or improve collision outcomes, data would compel the City to prioritize focus on arterial streets. She said that remaining resources are dedicated annually to improvements identified by the Annual Traffic Report, and that several safety projects have been implemented over the last several years, primarily on arterial streets, from which many benefits and efficiencies have resulted.

Ms. Dedinsky opened the discussion of two proposed program alternatives by stating that local street traffic calming programs are discretionary in nature, with traffic safety is a top priority. She said staff has evaluated the benefits and tradeoffs of the existing program and two potential alternatives and emphasized that in all instances, staff intends to switch the program to a more schedule-based approach and delivery will be shifted to Engineering for consistency in capital program resourcing and contracting methods.

Ms. Dedinsky began the comparison by stating that in the existing NTSP all local streets are eligible to participate if they gather the required support. She described the two phases of the program (education, then traffic calming if criteria is met) and said until 2012 the first phase included an enforcement element. She said the benefits of the current program are offering a high level of customer service for local street residents, facilitating the explanation of resource limitations and providing perspective. She continued that the tradeoffs are that the structure prioritizes local street improvements over arterials and efforts are also time intensive for residents and staff, and rarely result in implementation of traffic calming measures. She added that due to the on-demand nature and lack of program entry constraints, there is significant interruption to other high priority Traffic Services workload. She explained that Alternative 1 creates thresholds for participating in the program, uses a schedule-based approach, and prioritizes potential projects in order to maximize value while Alternative 2 eliminates a program exclusive to local streets and uses the existing Annual Traffic Report process to identify safety improvement projects.

Ms. Dedinsky continued the evaluation of options by saying that Alternative 1 prioritizes projects based on likely value, setting clear expectations for residents, and would likely result in more device implementation. The continued tradeoffs are that it continues to prioritize local streets over arterials and ineligible local street residents would likely remain frustrated by lack of a path to their desired results.



Moving to the features of Alternative 2, Ms. Dedinsky stated it would focus on collisions and safety, using data to effectively target problem areas. She added that with the extensive data now available for collision analysis, causal factors can be analyzed to determine other systemic issues and potential improvement strategies. She said that this format for the program would also allow flexibility to supplement other capital or development efforts, reducing contracting costs to the traffic safety program and maximizing efficiency. This will be of particular benefit to anticipated sidewalk projects; for example, by improving key crossings as part of a project. She stated that this alternative eliminates most of the issues around the current NTSP structure, and more generally the problem of a program exclusive to local streets. Given its reliance on data, it is likely to result in the most valuable and equitable outcomes since results will be tracked over time. Some tradeoffs are that it is likely that some local street residents will remain frustrated by not having a path to their desired outcome, and that this structure would reduce the amount of in-depth staff-customer interactions.

Ms. Dedinsky assured the Council that for either alternative residents would still be able to submit specific concerns for evaluation and potential follow up action and Phase 1 tools would be available to all residents and development related impacts could still be mitigated. She restated that regardless of program structure, project delivery will be shifted to Engineering, and a set schedule established for consistency in contracting methods and staff resource allocation. She stated that delivery of projects will be contingent on Engineering project manager capacity and competing capital priorities.

Mayor Hall, Deputy Mayor Scully and Councilmembers Robertson, Roberts, McGlashan, and McConnell expressed support for Alternative Two, and commented on how it maximizes the capital investment. Deputy Mayor Scully said the Alternative needs to be rewritten to include flexibility to allow for accounting for imperfect data and to give residents who have knowledge the opportunity to share the information with staff.

Councilmember Robertson said in the wake of the passage of State Initiative 976 the City has to be thoughtful about how money is spent, and she appreciates the data-driven decision making, and her preference would be to go after the streets that are most dangerous.

Councilmember Roberts emphasized that the Phase 1 tools are important. He asked how the City will be empathetic to residents who have concerns if Alternative Two is implemented and Ms. Dedinsky assured him staff would continue to listen to and provide perspective by sharing the data collected, and that individual responses addressing specific concerns are always provided and she gave examples of tools the City provides for traffic calming. Councilmember Roberts said that if the City moves to Alternative Two, he would like information on where the complaints are coming from included in the Annual Traffic Report. He commented that the City should try to get police staffing up to the point where more enforcement and education can be done. Ms. Dedinsky said the police do respond to individual complaints as able, and coordinate with the City on data to inform their work.

Councilmember Chang said the visual data shared on the map was compelling information. She said if a change is made it would be important to make sure the community knows the tools available for enforcement and reporting. She asked if, based on the accident data, the City would

ever be able to get past the remediation needed on arterial streets. Ms. Dedinsky said she is confident some local street issues would be addressed. Councilmember Chang asked if neighborhoods could build their own traffic circles. Ms. Dedinsky said no and added that the challenge would be having the administrative resources to facilitate a program like that. She emphasized that implementing traffic calming is always contentious.

Councilmember McGlashan said that while he agrees with Alternative Two, he feels the NTSP was established to address non-collision concerns and he does not want areas that do not have data forgotten. He also stated that the traffic humps used in Shoreline do not reduce speed much. He concluded that while residents hold sidewalks a high priority, the data shows a low number of pedestrian accidents citywide.

Councilmember McConnell said Alternative Two makes sense given budgetary concerns and said she appreciates the data to inform decision making.

Deputy Mayor Scully asked how often speed is measured on local streets. Ms. Dedinsky said it is on request, not cyclical, and is an element that would be left open for complaint-driven requests. He said he does not like the ‘squeaky-wheel’ aspect of the existing program, because it is not equitable. He said he does not want to rely on an incomplete data set, but he understands the City cannot fund a comprehensive study every year. He does not want to lose the local knowledge of potentially hazardous locations.

Mayor Hall said that he supports the staff recommendation but recognizes that it means that there will be people who feel they have less access to City services. He said perception is important, and it would be valuable to think carefully about the messaging, including making sure the change is to use tax dollars efficiently to prioritize work to save lives. He said it is only a matter of time until Government is able to use the big data from companies like Google, Uber, and Waze to make informed decisions. Ms. Dedinsky replied that the city is currently looking into avenues to use the available data.

Councilmember Roberts said the Citywide desire to have complete streets that support multimodal uses should be celebrated.

## 10. ADJOURNMENT

At 8:40 p.m., Mayor Hall declared the meeting adjourned.

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Allison Taylor, Deputy City Clerk