

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF REGULAR MEETING

Monday, February 1, 2021
7:00 p.m.

Held Remotely via Zoom

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. ROLL CALL

Upon roll call by the City Clerk, all Councilmembers were present.

(a) Proclamation of Black History Month

Mayor Hall proclaimed February as Black History Month in Shoreline and recognized the contributions and achievements of Black people in history and the present day.

3. REPORT OF CITY MANAGER

Debbie Tarry, City Manager, provided an update on COVID-19 and reported on various City meetings, projects and events.

4. COUNCIL REPORTS

Deputy Mayor Scully reported that he and the City Manager met with Representative Jayapal, who shared updates on legislative actions in Washington, D.C., which are mostly centered around COVID-19 relief. He said Shoreline shared information on the financial impact of the coronavirus and how an investment in regional infrastructure could help.

5. PUBLIC COMMENT

Kathleen Russell, Shoreline resident, spoke on behalf of Save Shoreline Trees. She commented on the preferred design concept for the 175th Street Project and asked the City to take into consideration the mature trees in the project area and integrate them into the renovation design.

She asked the City to provide public notification of the significant trees that make be removed as part of public projects.

Theresa LaCroix, Shoreline resident and Director of Shoreline Lake Forest Park Senior Center, reviewed the benefits to seniors provided by the City's financial support in 2020 and expressed her gratitude.

Jackie Kurlle, Shoreline resident, said she supports helping the homeless and emphasized importance of ongoing monitoring and measuring successes and challenges that may result from the Enhanced Shelter.

Christiano Steele, Shoreline resident and grocery store employee, asked the Council to consider a Hazard Pay Initiative for essential workers.

6. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

7. CONSENT CALENDAR

Upon motion by Deputy Mayor Scully and seconded by Councilmember McGlashan and unanimously carried, 7-0, the following Consent Calendar item was approved:

(a) Approval of Minutes of Regular Meeting of January 11, 2021

8. STUDY ITEMS

(a) Discussion on the Preferred Concept for the 175th Street (Stone Avenue N to I-5) Project

Tricia Juhnke, City Engineer; and Leif Johansen, Capital Projects Manager, delivered the staff presentation. Ms. Juhnke gave an overview of the project process and items for consideration. She displayed a map depicting the corridor and explained that the improvements would be constructed in phases.

Mr. Johansen shared the identified priorities gathered as result of community input. He described the two design concepts presented as Corridor Concept A: Shared-Use Path, which includes shared use paths on both sides of Meridian and a center turn median; and Concept B: Buffered Bike Lanes, which reduces the width of the shared use path and adds bike lanes on both sides of the corridor. He reported on the feedback received on both concepts and said community evaluation of the concepts resulted in 50% of the users reporting that the shared-use path was just right, and over 60% rated the buffered bike lanes as just right, and that the community feedback guided the staff work to create the hybrid Preferred Concept.

Mr. Johansen described the suggested features specific to separate segments of the corridor in the proposed Preferred Concept; highlighting plans to decrease construction costs, preserve mature

trees, protect bicyclists and adjust amenities along the school frontage. He described the benefits and impacts of the options of either signalization or a roundabout for the intersection at Meridian and North 175th Street and said staff selected a signalized intersection for the preferred concept, and he listed the reasons behind the decision.

Mr. Johansen said certain types of Capital Improvement Plan (CIP) projects, including this corridor, must include evaluation of the viability of utility undergrounding. He said that under the Franchise Agreement with Seattle City Light, the utility pays for the improvements, but passes the expense on to ratepayers. He shared preliminary cost estimates for undergrounding, displayed a chart outlining the projected impact to ratepayers for this project, and listed the current undergrounding charges for previous projects. He reviewed the utility undergrounding criteria determinations for the corridor and said staff recommends proceeding with undergrounding to 30 percent design, with a reevaluation at that point.

Mr. Johansen outlined the budget and funding for the project, listing the expenditures and forecasted revenue and total project cost. He summarized the project schedule moving forward, emphasizing that the phased construction start date is dependent on availability of funding. He concluded by summarizing that staff recommends a hybrid shared-use path and buffered bike lane from Stone Avenue to Meridian Avenue North, a signalized intersection at 175th and Meridian, a shared-use path along the Meridian Avenue N to I-5 Interchange portion of the project, and proceeding with utility undergrounding design to 30 percent.

Councilmember Robertson asked if it makes sense to keep bike lanes on the North 175th corridor versus on other streets and Ms. Juhnke replied that there is not a good off-corridor bike route between North 175th and North 185th, so staff wants to try to incorporate bicycle facilities in a safe way. Councilmember Chang supports the hybrid shared-use and bike lane plan and Deputy Mayor Scully said that while he does not generally like shared-use paths, he will support it here. Mayor Hall agrees with improving pedestrian and bicycle facilities and preserving trees while meeting safety objectives and asked if a compromise on lane width could be explored. Mr. Johansen replied that staff has already looked at lane width and has reduced them as much as possible, but Metro's needs constrain the adjustments. Ms. Juhnke added that staff can continue to look for additional tools for traffic calming measures. Deputy Mayor Scully emphasized that he would like to see tree preservation for mature trees along the corridor.

The Council considered the impacts of the potential speed reduction for this corridor and it was asked if the speed study results and potential speed reduction for this road were considered in the project design. Ms. Juhnke said the City's Traffic Engineer was involved in the design of this street and determined that reducing the speed limit would not change design of this project, and gave assurance that potential impacts would continue to be factored in. Mayor Hall asked whether the physical design of the current road supports the established speed limits, and if this design would change that. Mr. Johansen said there are no modifications planned that would affect the design speed of the road. Mayor Hall said he does not see anything in this proposal design that would encourage drivers to slow down, and that since reducing the speed limit under the corridor is under consideration, this conflict of interests may create enforcement challenges. He would prefer not to have to expand the right-of-way to make roadways safer. Councilmember

Roberts asked staff to research if any changes to the design would be made if it were to be designed to a 30 MPH, rather than 35 MPH, roadway.

Councilmember Chang asked about the plan for bus travel along the North 175th Street and voiced her concern about traffic backing up when buses stop in the roadway at the interchange. Mr. Johansen said that while route planning is not complete, buses will travel along this corridor and may include a new route on Meridian and Ms. Juhnke added that Metro prefers to keep bus stops in-lane but locate them to mitigate traffic backups.

In order to give perspective to the discussion of utility undergrounding, Ms. Juhnke listed future projects citywide that could be considered for undergrounding. Councilmember Roberts said it is unfair that in Seattle the utility pays for undergrounding, while in Shoreline the ratepayers bear the cost. Councilmember McConnell commented that undergrounding cleans up the look of an area, so she could go either way on it, and asked for more information on the financial impact, which Mr. Johansen provided. Mayor Hall said he said he could go either way with undergrounding, and observed that cost/benefit is not unreasonable, but said it would be interesting to gather public opinion. Deputy Mayor Scully expressed concern for the cost to ratepayers and said his top priority for undergrounding is for the upcoming 185th Street improvements. Deputy Mayor Scully and Councilmember Roberts both stated that they do not think this corridor needs underground utilities.

While considering the options of signalization versus a roundabout, Councilmember Chang asked if the City is reducing its potential to move more traffic through corridor by selecting a signalized intersection. Mr. Johansen responded that the two design options have similar capacities in this environment, since the signaled intersections at the interchange control the level of service and would not change. Mayor Hall asked if the morning commute peak was modeled. Mr. Johansen said it was, and the modeling numbers were significantly different, but did not have specifics on hand. Both Councilmember Chang and Mayor Hall commented on the value of minimizing impacts to Ronald Bog Park by selecting a signalized intersection, rather than a roundabout. Councilmember Roberts asked staff to provide information on which option scored best in moving towards Vision Zero; and if park acquisition is needed to expand the roadway between Meridian and I-5. Mr. Johansen responded that staff is coordinating with Washington State Department of Transportation (WSDOT) on this portion, but it will be hard to avoid not acquiring park property. Councilmember McConnell appreciated the public feedback gathered regarding the roundabout and was happy to see signalization as the more popular option.

Councilmember McGlashan asked if the project will extend from Meridian up to, or under, I-5; and if the funds allocated for right-of-way acquisition is for properties to be purchased outright, or just portions of properties. Mr. Johansen said the project does not go under I-5, but staff will continue to look for opportunities to improve the travel under I-5 and that based on early design, four parcels will potentially be full acquisitions and additional properties will be impacted.

Councilmember McGlashan suggested an elevated boardwalk style sidewalk along the east side of Ronald Bog behind the existing bus stop, and Mayor Hall and Councilmember Roberts agreed that this was an interesting idea. Mr. Johansen said the City will need to look at creative solutions for that section.

Mr. Johansen described the proposed pedestrian crossing upgrades and additions on North 175th at Ashworth and Wallingford and Councilmember McConnell emphasized the importance of safety features in this school zone.

Ms. Juhnke asked for clarity on what Council's preference is for moving forward with undergrounding up to the 30 percent design. The associated costs were discussed, and it was confirmed that there would be no impact to the project timeline. Ms. Juhnke explained that if undergrounding is eliminated from the design now, adding it back in later would not be possible. Councilmember Chang reflected that about the possibility of recouping costs through Latecomers' Agreements had been considered. After discussion of Councilmembers' prioritization preferences for areas to underground and the financial impacts of both design and costs to ratepayers, a majority of the Council supported proceeding to 30 percent design including undergrounding to allow for further study and additional public input.

(b) Discussion on Ordinance No. 897 - Amending Shoreline Municipal Code Section 20.50.620, Aurora Square Community Renewal Sign Standards

Nora Gierloff, Planning Manager, delivered the staff presentation. Ms. Gierloff displayed a map of the Community Renewal Area (CRA) and shared a rendering of what the redevelopment of the area may look like. She reviewed the history of the designation of the Community Renewal Area and Aurora Square CRA Planned Action, with the end goal being that of creating a town center for the community. Ms. Gierloff said as the vision for the area becomes a reality, staff would like to propose some changes to sign standards in the CRA, and outlined them as follows:

Proposed General Changes:

- Update language to be content neutral,
- Prohibit businesses from adding new freestanding signs until any old sign listing that business is removed or brought into compliance,
- Remove penalties for failure to install new signs, and to allow unique or sculptural signs with administrative design review.

Proposed Monument Sign Changes:

- Reduce the ratio of sign area advertising the brand identity of Shoreline Place versus tenants,
- Require a common design and color, with no logos,
- Allow retail leasing signs,
- Clarify that properties within the CRA, but outside of Shoreline Place, do not need to include advertising for Shoreline Place,
- Establish requirements for quantity and spacing of signs per parcel

Proposed Pylon Sign Changes:

- Deletion of changeable electronic message signs,
- Reduce the ratio of sign area advertising the brand identity of Shoreline Place versus tenants,
- Increase height for signs in the CRA so existing sign structures could be reused,

- Establish a number of signs for each parcel over five acres, retaining the same total number and adding flexibility of sign placement.

Proposed Wall Sign Changes:

- Additional sign allowances for ground floor storefronts,
- Larger signs allowed on walls with public entrances,
- Wall signs can use the tenants' fonts and colors rather than the Shoreline Place design,
- Ground floor walls without entrances can have signs if they add enhancing building design elements

Proposed Wayfinding Sign Changes:

- Require a 25 foot setback from the street to avoid competition with monument signs.

Proposed Temporary Sign Changes:

- Allow, but limit, banner signs per business.

Ms. Gierloff asked the Council to identify any proposed changes and said Ordinance No. 897 is scheduled to return for Action on February 22, 2021. She added that developing brand identity guidelines for the site would come later this year.

The majority of the Councilmembers expressed support for the recommendations.

Councilmember McGlashan particularly supports allowing signage and enhancements when building design elements are added and likes the idea of sculpture signage.

Councilmember Chang asked why perimeter lighting is mostly prohibited. Ms. Gierloff said it is prohibited in other areas and was carried over here. There was discussion of the ambiance it could offer, and Mayor Hall offered that perimeter lighting is not always visually appealing, so he supports the prohibition of it.

Councilmember Roberts pointed out portions of the Development Code that need to be checked for inconsistencies to correctly delineate Shoreline Place and the CRA areas and Ms. Gierloff shared information on how staff is approaching the review and revision. Mayor Hall agreed that the language describing the areas should be used consistently and asked if the City is giving up the vision of having the area become one Master Planned Center since two parcels within the CRA are excluded from redevelopment requirements.

It was agreed that Ordinance No. 897 would return as a Consent Item.

9. ADJOURNMENT

At 8:52 p.m., Mayor Hall declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk