



AGENDA

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SHORELINE CITY COUNCIL SPECIAL MEETING

Monday, August 12, 2013
5:30 p.m.

Conference Room 104 · Shoreline City Hall
17500 Midvale Avenue North

- TOPICS:**
1. Executive Session - Litigation RCW 42.30.110(1)(i) 5:30-6:15
 2. Council Operations 6:15-6:55

The Council may hold Executive Sessions from which the public may be excluded for those purposes set forth in RCW 42.30.110 and RCW 42.30.140. Before convening an Executive Session the presiding officer shall announce the purpose of the Session and the anticipated time when the Session will be concluded. Should the Session require more time a public announcement shall be made that the Session is being extended.

SHORELINE CITY COUNCIL BUSINESS MEETING

Monday, August 12, 2013
7:00 p.m.

Council Chamber · Shoreline City Hall
17500 Midvale Avenue North

	<u>Page</u>	<u>Estimated Time</u>
1. CALL TO ORDER		7:00
2. FLAG SALUTE/ROLL CALL		
3. REPORT OF THE CITY MANAGER		
4. COUNCIL REPORTS		
5. PUBLIC COMMENT		
<i>Members of the public may address the City Council on agenda items or any other topic for three minutes or less, depending on the number of people wishing to speak. The total public comment period will be no more than 30 minutes. If more than 15 people are signed up to speak, each speaker will be allocated 2 minutes. When representing the official position of a State registered non-profit organization or agency or a City-recognized organization, a speaker will be given 5 minutes and it will be recorded as the official position of that organization. Each organization shall have only one, five-minute presentation. Speakers are asked to sign up prior to the start of the Public Comment period. Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed. If time remains, the Presiding Officer will call individuals wishing to speak to topics not listed on the agenda generally in the order in which they have signed. If time is available, the Presiding Officer may call for additional unsigned speakers.</i>		
6. APPROVAL OF THE AGENDA		7:20
7. CONSENT CALENDAR		7:20
(a) Minutes of Special Meeting of July 29, 2013	<u>7a-1</u>	
Minutes of Business Meeting of July 29, 2013	<u>7a2-1</u>	
(b) Approval of expenses and payroll as of August 2, 2013 in the	<u>7b-1</u>	

amount of \$6,183,401.35

(c) Adoption of Ordinance No. 667 Extension of SCL Franchise, 7c-1
waiving second reading per Council Rule 3.5B

(d) Adoption of Resolution No. 350 Approving Final Formal Sub- 7d-1
Division for Five Lots at 17921 1st Avenue NE (No. 201922)

*This is a quasi-judicial action for which the Council does not take
public comment*

(e) Adoption of Ordinance No. 670 for Long Term Financing for 7e-1
Brugger's Bog

8. STUDY ITEMS

(a) Review Draft Comments on Light Rail Draft Environmental Impact 8a-1 7:20
Statement (DEIS)

9. ADJOURNMENT 8:30

The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2231 in advance for more information. For TTY service, call 546-0457. For up-to-date information on future agendas, call 801-2236 or see the web page at www.shorelinewa.gov. Council meetings are shown on Comcast Cable Services Channel 21 and Verizon Cable Services Channel 37 on Tuesdays at 12 noon and 8 p.m., and Wednesday through Sunday at 6 a.m., 12 noon and 8 p.m. Online Council meetings can also be viewed on the City's Web site at <http://shorelinewa.gov>.

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF SPECIAL MEETING

Monday, July 29, 2013
5:45 p.m.

Conference Room 104 - Shoreline City Hall
17500 Midvale Avenue North

PRESENT: Mayor McGlashan, Deputy Mayor Eggen, Councilmembers Hall, McConnell, Winstead, Salomon, and Roberts

ABSENT: None

STAFF: Julie Underwood, City Manager; Debbie Tarry, Assistant City Manager; John Norris, Management Analyst; Ian Sievers, City Attorney; Mark Relph, Public Works Director; Jessica Simulcik Smith, Deputy City Clerk

At 5:52 p.m., the meeting was called to order by Mayor McGlashan, who presided.

Seattle City Light (SCL) Franchise Renewal

Mr. Norris reviewed that the SCL Franchise agreement expires January 31, 2014 and updated the Council on the status of negotiations for renewal. He explained that in the current agreement, SCL pays their proportional share of all undergrounding costs for City-initiated projects upfront. SCL then recoups the cost, plus interest, from Shoreline ratepayers through line item charges for a period of 25 years.

Mr. Norris announced SCL is now proposing a different financing model. The new methodology would require the City of Shoreline to pay 100% of trenching and 40% of electrical infrastructure costs, with SCL paying 60% electrical. SCL's portion would no longer be passed onto Shoreline ratepayers as a line item but would be distributed to all SCL ratepayers in the base rate. He explained that this also means Shoreline ratepayers will be paying a portion of other jurisdictions' undergrounding projects. Mr. Norris requested Council's feedback on SCL's proposal and for direction on how to proceed with negotiating the franchise agreement.

Councilmembers spoke about the importance of transparency and their apprehension to hiding undergrounding project costs in the base rate. There was concern expressed over the potential inequity of cost sharing and discussion of other jurisdiction's utility structures/franchise agreements and funding options.

Councilmembers agreed that staff should pursue negotiating a franchise agreement that benefits Shoreline residents.

July 29, 2013 Special Meeting

DRAFT

At 6:53 p.m. the meeting was adjourned.

Jessica Simulcik Smith, Deputy City Clerk

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF BUSINESS MEETING

Monday, July 29, 2013
7:00 p.m.

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

PRESENT: Mayor McGlashan, Deputy Mayor Eggen, Councilmembers Hall, McConnell, Winstead, Salomon, and Roberts

ABSENT: None

1. CALL TO ORDER

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

2. FLAG SALUTE/ROLL CALL

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

3. REPORT OF THE CITY MANAGER

Julie Underwood, City Manager, provided reports and updates on various City meetings, projects, and events.

4. COUNCIL REPORTS

None

5. PUBLIC COMMENT

a) Arnold Peterson, Shoreline, notified the Council that nothing has been done by the City about the ditch in front of his house.

b) Mark Tagal, Shoreline, spoke in favor of roosters asking that they be grandfathered in.

c) Lisa Tagal, Shoreline, commented in support of keeping roosters in Shoreline.

d) Jeri Anderson, Shoreline, spoke in favor of allowing roosters in Shoreline and grandfathering them in if they are banned.

- e) Obadiah Hendrickson, Shoreline, expressed support for roosters in Shoreline and advocated for voluntary reductions.
- f) Kathleen Lake, Shoreline, said she is a clinical psychologist and asked for the feelings of children to be taken into consideration when making a decision on roosters.
- g) Russell Patterson, Seattle, indicated he is co-owner of the animal specialty hospital located at Northeast 148th Street and 15th Avenue Northeast. He hopes the clinic can use the adjacent property for a parking lot through a Conditional Use Permit.
- h) Doug Bauer, Shoreline, stated neighbors deserve as much consideration as anyone else and asked the Council to ban roosters with no grandfather clause.
- i) Maralyn Chase, State Senator, Shoreline, presented data from the Institute on Taxation and Economic Policy and pointed out the inequity in the State's tax structure. She warned that the City's assumption of the Ronald Wastewater District and lack of utility rate caps would negatively affect low income households.
- j) Rachel Chang, Shoreline, informed Council on a security issue in her neighborhood and requested more street lighting and an increased police presence.
- k) Carol Mentzos, Shoreline, thinks roosters should be banned.

6. APPROVAL OF THE AGENDA

Upon motion by Councilmember Roberts, seconded by Deputy Mayor Eggen and unanimously carried, the agenda as amended was approved.

7. CONSENT CALENDAR

Upon motion by Councilmember Hall, seconded by Councilmember Winstead and unanimously carried, the following Consent Calendar items were approved:

(a) Minutes of Special Meeting of July 15, 2013 and Minutes of Business Meeting of July 15, 2013

8. STUDY ITEM

(a) Discussion of Light Rail Station Draft Environmental Impact Statement (DEIS) with Sound Transit

Alicia McIntire, Senior Transportation Planner, was joined by Natasha Sauers, who presented Sound Transit's (ST) Draft Environmental Impact Statement (DEIS). Ms. Sauers reviewed alignment options, station locations, and impacts for Light Rail. The ST Board will use the information developed in the DEIS, Shoreline City Council's input, and feedback received from other jurisdictions and the public, to develop a Preferred Alternative that will be carried through

the FEIS process. She then reviewed the outreach plan, summarized the next steps, and opened the floor up for Council questions.

Councilmembers questioned the elevation of the 145th Street Station in all alternatives, and methodology of property acquisitions and options for property owners. There was a request that the ST Board make its decisions based on the long term future instead of current conditions. Ms. Sauers, joined by Patrice Hardy, ST Government Relations, clarified the property acquisition process.

9. ACTION ITEMS

- (a) Adoption of Ordinance No. 669 Amending the Development Code Regulations and Amending Shoreline Municipal Code Chapters 20.20, 20.30, 20.40, 20.50 and 20.60

Rachael Markle, Planning and Community Development Director, and Paul Cohen, Planning Manager, provided the staff report which outlined the proposed Development Code amendments related to significant trees, nonconforming uses, master development plan (MDP), animals, duplexes, building height, parking design, water concurrency, and permit procedures. Mr. Cohen discussed remaining issues on the definition for significant trees, new uses for the MDP, and options for roosters.

Councilmember Roberts moved adoption of Ordinance 669. Councilmember Hall seconded the motion.

Councilmember Roberts moved to amend the main motion to renumber 20.40.240(3)(d) to 20.40.240(4), 20.40.240(3)(e) to 20.40.240(5), and the remaining sections that follow. Councilmember Winstead seconded the motion. The amendment carried 6-1, with Councilmember McConnell dissenting.

Councilmember Salomon moved to amend the main motion to strike “(excluding roosters)” from 20.40.240(3)(d) and “roosters” from 20.40.240(7). Councilmember Roberts seconded the motion. The motion failed 2-5, with Councilmembers Solomon and Winstead voting in favor.

Councilmember Hall moved to amend the main motion to strike the proposed amendments to Table 20.50.020(1) on pages 8a-36 and 8a-37 of the staff report. Councilmember Salomon seconded the motion.

Councilmembers questioned the reasoning behind staff’s proposed amendment. Ms. Markle explained its origins and due to its limited value, staff is not opposed to Councilmember Hall’s motion.

The amendment carried 6-1, with Councilmember McConnell dissenting.

A vote was taken on the main motion to adopt Ordinance 669, which carried 6-1, with Councilmember Salomon dissenting.

10. STUDY ITEM

(a) Discussion of Ronald Wastewater District (RWD) Interlocal Operating Agreement (IOA)

Debbie Tarry, Assistant City Manager, and Mark Relph, Public Works Director, updated the Council on the City's continued implementation of the IOA with RWD. They reviewed State, regional & City policies supporting consolidation of urban services, the history of the 2002 IOA, the City's pursuit of consolidation, recent RWD actions, and the next steps.

Councilmembers requested more detail on the advantages and shortcomings of assumption and on utility tax rates of other cities. It was pointed out that RCW 35.92.070, requiring an election, was in effect at the time the IOA was signed. Ian Sievers, City Attorney, advised that the statute addresses acquisition and not assumption.

Ms. Tarry addressed the statement that utility assumption is a financial strategy by the City. She explained the Council's strategy is to consolidate services for a more comprehensive and coordinated approach to providing services to Shoreline residents.

11. ADJOURNMENT

At 9:17 p.m., Mayor McGlashan declared the meeting adjourned.

Scott Passey, City Clerk

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Approval of Expenses and Payroll as of August 2, 2013
DEPARTMENT:	Administrative Services
PRESENTED BY:	R. A. Hartwig, Administrative Services Director

EXECUTIVE / COUNCIL SUMMARY

It is necessary for the Council to formally approve expenses at the City Council meetings. The following claims/expenses have been reviewed pursuant to Chapter 42.24 RCW (Revised Code of Washington) "Payment of claims for expenses, material, purchases-advancements."

RECOMMENDATION

Motion: I move to approve Payroll and Claims in the amount of \$6,183,401.35 specified in the following detail:

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
6/23/13-7/6/13	7/12/2013	51093-51328	12625-12660	54104-54109	\$446,747.74
					<u>\$446,747.74</u>

***Wire Transfers:**

Expense Register Dated	Wire Transfer Number	Amount Paid
7/26/2013	1070	\$2,858,119.17
7/26/2013	1071	\$6,367.24
		<u>\$2,864,486.41</u>

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
7/16/2013	54028	54028	\$640.47
7/17/2013	54029	54030	\$232.65
7/18/2013	54031	54031	\$278.25
7/18/2013	54032	54045	\$121,157.20
7/18/2013	54046	54058	\$223,411.36
7/18/2013	54059	54066	\$44,060.70
7/18/2013	54067	54095	\$121,428.76
7/18/2013	54096	54101	\$440,349.83

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
7/19/2013	54102	54103	\$53,628.69
7/19/2013	54110	54110	\$45,691.21
7/25/2013	54111	54127	\$153,662.33
7/25/2013	54128	54138	\$36,850.51
7/25/2013	54139	54161	\$294,709.33
7/25/2013	54162	54162	\$3,751.12
7/25/2013	54163	54176	\$18,741.34
7/26/2013	54122	54122	(\$1,175.00)
8/1/2013	54177	54193	\$162,790.69
8/1/2013	54194	54202	\$30,021.18
8/1/2013	54203	54224	\$1,120,469.86
8/1/2013	54225	54225	\$1,466.72
			<u>\$2,872,167.20</u>

Approved By: City Manager **JU**

City Attorney **IS**

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Ordinance No. 667 Extending the Seattle City Light Electric Franchise and Waiving Council Rule 3.5B Second Reading
DEPARTMENT:	CMO
PRESENTED BY:	John Norris, CMO Management Analyst
ACTION:	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion

PROBLEM/ISSUE STATEMENT:

In order for Seattle City Light (SCL) to make use of City streets and rights-of-way for the purpose of construction, operation and maintenance of their electric system, they must have a franchise with the City. The City's current franchise with Seattle City Light, which was granted by Shoreline Ordinance No. 187, expires on January 31, 2014.

While the City and Seattle City Light have been in discussions and negotiation for a new right-of-way franchise for over a year, the new proposed franchise had not yet been finalized. Furthermore, given the City of Seattle's lengthy legislative process to review Council-approved documents, which can take over six months, staff is concerned that there is not enough time to complete the negotiations for the proposed franchise and have the franchise routed through both the City of Shoreline's and City of Seattle's legislative process before January 31 of next year.

Staff is therefore requesting a six month extension of the current Seattle City Light electric franchise to July 31, 2014 so that the proposed franchise can be completed and vetted through the legislative process. The extended franchise will remain in place until July 31, 2014 or until the effective date of a new franchise, whichever occurs first.

Given that this extension is a routine issue to allow staff more time to finalize the franchise agreement and route the agreement through Seattle's lengthy legislative process, staff is also requesting that the second reading of this ordinance be waived.

FINANCIAL IMPACT:

This franchise extension will have no financial impact to the City. The contract fee payment that the City currently receives from Seattle City Light will continue under this extended franchise.

RECOMMENDATION:

Staff recommends that the City Council waive Council Rule 3.5B requiring a second reading and adopt Ordinance No. 667 granting Seattle City Light a franchise extension until July 31, 2014, or until the effective date of a replacement franchise, whichever occurs first.

Approved By: City Manager **JU** City Attorney **IS**

ATTACHMENT:

Attachment A: Ordinance No. 667

ORDINANCE NO. 667

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, EXTENDING THE NON-EXCLUSIVE FRANCHISE UNDER WHICH SEATTLE CITY LIGHT IS AUTHORIZED TO USE CITY STREETS AND RIGHTW-OF-WAY TO CONSTRUCT, MAINTAIN, OPERATE, REPLACE AND REPAIR THEIR ELECTRIC LIGHT AND POWER SYSTEM IN THE CITY OF SHORELINE

WHEREAS, the City of Shoreline, by Ordinance No. 187, granted Seattle City Light, an electric utility owned and operated by the City of Seattle, a non-exclusive franchise to make use of City streets and rights-of-way for purposes of constructing, maintaining operating, replacing and repairing their electric light and power system, effective January 1, 1999 for a term of 15 years; and

WHEREAS, the franchise granted Seattle City Light is set to expire on January 1, 2014; and

WHEREAS, the City of Shoreline and Seattle City Light have been in negotiations for over one year on a new electric franchise; and

WHEREAS, extension of the current franchise for six additional months would provide the City and Seattle City Light with needed time to finalize negotiations of a new franchise and have the proposed franchise routed through the City's and the City of Seattle's legislative process;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Franchise Extension. The Seattle City Light electric franchise granted pursuant to City Ordinance No. 187 is extended through July 31, 2014, or until the effective date of a replacement franchise, whichever occurs first.

Section 2. Directions to City Clerk. The City Clerk is hereby authorized and directed to forward certified copies of this ordinance to Seattle City Light.

Section 3. Publication and Effective Date. In accord with state law, this ordinance shall be published in full and shall take effect five days after said publication.

PASSED BY THE CITY COUNCIL ON AUGUST 12, 2013

Mayor Keith McGlashan

ATTEST:

APPROVED AS TO FORM:

Scott Passey, City Clerk

Ian Sievers, City Attorney

Publication Date: August 14, 2013
Effective Date: August 19, 2013

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Approval of Resolution No. 350 Approving the Final Formal Plat of Five Lots at 17921 1 st Avenue Northeast (No. 201922)
DEPARTMENT:	Planning & Community Development
PRESENTED BY:	Brian Lee, Associate Planner
ACTION:	<input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The issue before Council is the approval of final formal plat that would create five (5) residential lots located at 17921 1st Avenue NE. Adoption of Ordinance No. 661 (Attachment E) on June 3, 2013 approved the preliminary formal subdivision. Approval of Resolution No. 350 now would finalize the subdivision process.

Under Shoreline Municipal Code (SMC) 20.30.450, after an administrative review by the Director, the final formal plat shall be presented to the City Council. When City Council finds that a subdivision proposed for final plat approval conforms to all terms of the preliminary plat, and meets the requirements of Chapter 58.17 RCW, other applicable state laws, and SMC Title 20 which were in effect at the time when the preliminary plat application was deemed complete, the City Manager shall sign on the face of the plat signifying the City Council's approval of the final plat.

RECOMMENDATION

Staff recommends that Council approve Resolution No. 350 (Attachment A) approving the final formal plat.

Approved By:

City Manager: **JU**

City Attorney: **IS**

BACKGROUND

Location: 17921 1st Avenue NE
Neighborhood: Meridian Park
Zone: R-6
Property Size: 38,306 Square Feet (.88 acres)

A pre-application meeting with staff was held on November 13, 2012 and the required neighborhood meeting was held on December 4, 2012 with five residents in attendance. Comments/concerns raised during the meeting were:

1. One resident did not like the irregular shape of Lot #5;
2. Question regarding tree removal;
3. Whether the new sidewalk could extend further south to front his property; and
4. Question regarding sewer connection.

The application was submitted and determined to be complete as of February 1, 2013. A Notice of Application with the optional SEPA determination of non-significance process was issued on February 20, 2013. No comments were received during the 14-day comment period. The Hearing Examiner conducted an open record hearing on April 29, 2013. Attachment C is the staff report to the Hearing Examiner. No public comments were offered at the public hearing.

The Preliminary Formal Subdivision met the criteria of SMC 20.30.410 and the provisions of RCW 50.17.110. Provisions for the public health, safety and general welfare, drainage, access, and other facilities and services will be met. It will also serve the public use and interest, creating additional opportunities for owner-occupied housing developed in a manner that is consistent with the City's Comprehensive Plan policies.

The proposed surface water management system will be consistent with SMC Section 13.10, which requires low impact development whenever feasible. Subsequent submittals of both site development and right-of-way permits have since been reviewed and approved. SMC 20.30.440 requires that "The applicant shall either complete the improvements before the final plat is submitted for City Council approval, or the applicant shall post a bond or suitable surety to guarantee the completion of the improvements within one year of the approval of the final plat. The bond or surety shall be based on the construction cost of the improvement as determined by the Director." The applicant has posted the necessary financial guarantee to ensure completion of required improvements. (Attachment F)

Five single-family homes will be built following the subdivision process. The Comprehensive Plan designates the site as Low-Density Residential. Comprehensive Plan Policy H3 encourages "infill development on vacant or underutilized sites," and Policy H1 encourages "a variety of residential design alternatives that increase housing choice."

The Hearing Examiner recommended approval of the preliminary formal subdivision (Attachment B) including conditions of approval by staff and on June 3, 2013 the City Council approved Ordinance No. 661 approving the preliminary formal subdivision.

RECOMMENDATION

Staff recommends that Council approve Resolution No. 350 approving the final formal plat.

ATTACHMENTS

Attachment A	Resolution No. 350
Attachment B	Hearing Examiner's Findings, Conclusions and Recommendation
Attachment C	Department's Staff Report to Hearing Examiner
Attachment D	Aerial Photograph of Site
Attachment E	Ordinance No. 661
Attachment F	Financial Guarantee

RESOLUTION NO. 350

**A RESOLUTION OF THE CITY OF SHORELINE, WASHINGTON,
APPROVING FINAL PLAT OF KAIN TZ SUBDIVISION NO. 201922**

WHEREAS, the applicant has made application for final plat of the Kaintz Subdivision No. 201922, a five lot subdivision; and

WHEREAS, the City Council approved the preliminary plat On June3, 2013 by Ordinance No. 661; and

WHEREAS, an administrative review of the application for final plat approval was conducted and all required site development including, utility and drainage improvements, road and pedestrian improvements, and landscaping improvements have been completed or completion has been guaranteed with a performance bond; and

WHEREAS, the final plat has been executed by the Director of Planning and Development Services as complying with the Shoreline Development Code, and the City Engineer as complying with City and utility district standards for private roads and utility systems; now therefore

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHORELINE,
WASHINGTON AS FOLLOWS:**

Section 1. Findings. The Council finds that the final plat of the Kaintz Subdivision No. 201922 1) complies with the City's zoning and land use regulations, 2) serves the public interest, and 3) satisfies conditions of preliminary plat approval in Ordinance No. 661.

Section 2. Final Plat Approved. The final plat of the Kaintz Subdivision No. 201922 is approved, and the City Manager is authorized to sign the plat and record with the King County Records and Elections Division.

ADOPTED BY THE CITY COUNCIL ON AUGUST 12, 2013

Keith A. McGlashan, Mayor

ATTEST:

Scott Passey
City Clerk

**CITY OF SHORELINE HEARING EXAMINER
FINDINGS, CONCLUSIONS AND RECOMMENDATION**

PROPOSAL INFORMATION SUMMARY

Project: Preliminary Formal Subdivision

File Number: 201922

Applicant: Robert Nehring for Tim Kaintz

Recommendations: Department: Approve with conditions
Hearing Examiner: Approve with conditions

Public Hearing: April 29, 2013

Introduction

The applicant seeks a preliminary formal subdivision to create five lots to allow for the construction of five detached, single-family residences. A public hearing on the proposed subdivision was held on April 29, 2013, in Council Chambers at Shoreline City Hall, 17500 Midvale Avenue North in Shoreline. The applicant, Tim Kaintz, was represented by Robert Nehring, and the Planning and Development Services Department was represented by Brian Lee, Associate Planner. The Department's Preliminary Recommendation and seven attachments were marked and admitted as Exhibit 1. The Hearing Examiner inspected the site on the date of the hearing.

For purposes of this recommendation, all section numbers refer to the Shoreline Municipal Code (SMC or Code) unless otherwise indicated. After considering the evidence in the record, the Examiner enters the following findings of fact, conclusions and recommendation on the application.

Findings of Fact

1. The application is for a preliminary formal subdivision to create five residential building lots at property addressed as 17921 1st Avenue NE, in the Meridian Park neighborhood. It is located at the corner of North 180th Street and 1st Avenue NE, and is approximately .88 acres in size. The property is relatively flat, with no critical areas and no known hazardous conditions.
2. The property is zoned R-6 and developed with a detached single-family residence and a double-wide mobile home, both of which will be removed. The surrounding area is also zoned Low-Density Residential and developed primarily with single-family residences.

3. The Comprehensive Plan designates the site as Low-Density Residential. Plan Policy H3 encourages "infill development on vacant or underutilized sites," and Policy H3 encourages "a variety of residential design alternatives that increase housing choice."
4. A SEPA Determination of Non-Significance was issued on April 2, 2013 for the proposal.
5. There are eight significant trees on the site. Six trees (80%) will be approved for removal during the site development permit process, and six replacement trees will be required.
6. The densities and dimensions of the proposal are shown on page 4 of the Department's preliminary recommendation and comply with the requirements of the R-6 zone.
7. Access to the property will be from North 180th Street and 1st Avenue NE, which are neither primary nor secondary highways.
8. The proposed home sites are located near the street, with relatively short, individual driveways. Exhibit 1, Attachment A.
9. Frontage improvements will be required for the proposal and installation of a surety instrument will be required prior to final approval.
10. During the development review, the City Public Works Department determined that the conceptual plans were sufficient to conclude that the proposed improvements can meet site development and right-of-way requirements. Further analysis will be required before a building permit is issued. The Ronald Wastewater District issued a Certificate of Sewer Availability, and Seattle Public Utilities issued a Water Availability Certificate.
11. The Shoreline Fire Department reviewed and approved the proposed plans for access and water pressure to the site. Proximity to a fire hydrant must be verified during the building permit review process, and any homes located greater than 500 feet from a hydrant must have fire sprinklers.
12. A neighborhood meeting on the proposal was held on December 4, 2012. The notice of application was issued on February 2013, with the public comment period ending March 7, 2013.
13. No public comments on the application were submitted to the Department or offered at the public hearing.
14. The Department reviewed the proposal and recommends approval with the conditions set forth in Attachment G to the Department's preliminary recommendation, Exhibit 1.

Conclusions

1. Under Ordinance 534, the Hearing Examiner holds a public hearing on a proposed preliminary formal subdivision and makes a recommendation to the City Council, which makes the final decision on the application.

2. SMC 20.30.410 provides the Code criteria for preliminary subdivisions, which address environmental resources and impacts, lot and street layout, and dedications and improvements.

3. RCW 58.17.110(2) provides that a subdivision shall not be approved unless:

(a) Appropriate provisions are made for the public health, safety, and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and (b) the public use and interest will be served by the platting of such subdivision and dedication.

4. Environment. The proposed subdivision meets the environmental criteria of SMC 20.30.410.A. As noted, there are no environmentally critical areas on the site and no known hazardous conditions. Grading will be minimized by the relatively flat topography and by placement of the home sites near streets, thus requiring driveways of minimal length. The proposed development must comply with the City's tree conservation requirements and with grading and drainage requirements. Off-site impacts will be minimized by the development's compliance with those requirements and with Code requirements that limit height.

5. Lot and Street Layout. The proposed lots shown in Attachment A to Exhibit 1 contain usable building areas and meet the design standards for Chapter 20.50 SMC. No nonconforming structures, uses or lots would be created. The proposed lots would not front on primary or secondary highways, and each lot would meet the dimensional requirements for R-6 zones. The proposed subdivision includes frontage improvements, including sidewalks along both abutting streets. The proposed subdivision meets the criteria of SMC 20.30.410.B.

6. Dedications and Improvements. No dedications were identified that would be required for this five-lot subdivision. The proposal will comply with applicable Development Code requirements; meets the standards of Chapter 20.60 SMC (Adequacy of Public Facilities) with regard to water supply, wastewater disposal and fire protection; and meets the applicable standards of Chapter 20.70 SMC (Engineering and Utility

Development Standards). The proposed subdivision meets the criteria of SMC 20.30.410.C.

7. The proposed preliminary subdivision meets the criteria SMC 20.30.410 and the provisions of RCW 50.17.110. It makes appropriate provision for the public health, safety and general welfare, drainage, access, and other facilities and services. It will also serve the public use and interest, creating additional opportunities for owner-occupied housing developed in a manner that is consistent with the City's Comprehensive Plan policies.

Recommendation

The Hearing Examiner recommends that the City Council **APPROVE** the proposed preliminary formal subdivision with the conditions included in Attachment G to the Department's preliminary recommendation.

Entered this 30th day of April, 2013.



Sue A. Tanner
Hearing Examiner

Hearing Examiner Meeting Date: April 29, 2013

Shoreline Hearing Examiner
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Preliminary Formal Subdivision – File No.201922
DEPARTMENT: Planning & Community Development
PRESENTED BY: Brian Lee, Associate Planner

A. PROPOSAL

The proposed Preliminary Formal Subdivision is to subdivide one residential parcel into 5 lots. The development will allow for the construction of 5 detached single-family homes on the newly created lots.

Property Owner: Tim Kaintz

Owner's Authorized Agent: Robert Nehring

B. FINDINGS OF FACT

1. PROJECT SITE CHARACTERISTICS

- 1.1 Site address: 17921 1st Avenue NE; Tax ID #3368900055 (See Site Plan - Attachment A).
- 1.2 The project site is approximately 38,306 square feet (.88 acres).
- 1.3 The subject property is a corner lot abutting North 180th Street to north and 1st Avenue NE to the east.
- 1.4 Two structures currently exist on the site; a detached single-family house and a double-wide mobile home. Both structures will be removed.

2. NEIGHBORHOOD CHARACTERISTICS

- 2.1 The site is located just west of I-5 in the Meridian Park neighborhood.
- 2.2 The surrounding area is zoned Low-Density Residential and is comprised mainly of single family homes.

3. COMPREHENSIVE PLAN LAND USE DESIGNATION AND POLICY SUPPORT

- 3.1 The Comprehensive Plan land use designation for the site is Low-Density Residential. Goal H II in the Comprehensive Plan encourages development of an appropriate mix of housing choices through innovative land use and well-crafted regulations.
- 3.2 Policy H1: "Encourage a variety of residential design alternatives that increase housing choice."
- 3.3 Policy H3: "Encourage infill development on vacant or underutilized sites."

4. REGULATORY AUTHORITY

- 4.1 Shoreline Municipal Code (SMC) 20.30.060 requires Preliminary Formal Subdivisions to be processed as a quasi-judicial or “Type-C” action. Type C decisions require findings, conclusions, an open record public hearing, and recommendations prepared by the review authority for the final decision made by the Hearing Examiner.
- 4.2 Applicable regulatory controls set forth in the SMC include:
 - SMC 20.30 – Procedures and Criteria
(Preliminary Subdivisions – SMC 20.30.410)
(Environmental Review – SMC 20.30.490-710)
 - SMC 20.40 – Zoning and Use Provisions
(Residential Uses – SMC 20.40.120)
 - SMC 20.50 – General Development Standards
(Dimensional and Density Standards – SMC 20.50.020)
 - SMC 20.60 – Adequacy of Public Facilities
 - SMC 20.70 – Engineering and Utilities Development Standards
- 4.3 Revised Code of Washington (RCW) 36.70B.040 Determination of Consistency
- 4.4 RCW 58.17.110 Approval/Disapproval of Subdivisions

5. ENVIRONMENTAL

- 5.1 A SEPA determination of non-significance was issued on April 2, 2013 (Attachment B).

6. PROCEDURAL HISTORY

- 6.1 A Pre-application Meeting for the subdivision was held on November 13, 2012.
- 6.2 A Neighborhood Meeting was held on December 4, 2012.
- 6.3 Application for Preliminary Formal Subdivision (File No. 201922) was received on February 1, 2013 (Attachment C).
- 6.4 The application was determined to be complete on February 1, 2013.
- 6.5 A Notice of Application for the proposal was issued on February 20, 2013, with the public comment period ending March 7, 2013 (Attachment D).
- 6.6 A Notice of Public Hearing was issued on April 2, 2013 for the Hearing Examiner open record public hearing on April 29, 2013 (Attachment E).

7. PUBLIC COMMENT AND STAFF RESPONSE

- 7.1 Public Comment – No comments were received.

8. ZONING DESIGNATION, MAXIMUM DENSITY AND PERMITTED USES

- 8.1 The project site is zoned Residential – 6 units per acre (R-6), which would allow up to 5 dwelling units to be constructed on the site.
- 8.2 Under SMC 20.40.120 all types of residential dwellings, with the exception of “apartments”, are permitted uses in the R-6 Zoning District.

9. PRELIMINARY SUBDIVISION REVIEW CRITERIA (SMC 20.30.410)

The following criteria were used to review the proposed subdivision:

9.1 Environmental (SMC 20.30.410A)

Criteria: Where environmental resources exist, the proposal shall be designed to fully implement the goals, policies, procedures and standards of the critical areas chapter, Chapter 20.80 SMC.

Staff Analysis: No critical areas exist on the site. The project shall comply with tree conservation, land clearing and site grading standards specified in SMC Chapter 20.50, Subchapter 5.

Criteria: The proposal shall be designed to minimize grading by using shared driveways and by relating street, house site and lot placement to the existing topography.

Staff Analysis: With the placement of proposed house sites near the streets, individual driveways will be minimal in length and the relatively flat site will require minimal grading.

Criteria: Where conditions exist which could be hazardous to the future residents of the land to be divided, or to nearby residents or property, a subdivision of the hazardous land shall be denied unless the condition can be permanently corrected.

Staff Analysis: There are no existing natural hazardous conditions on the site.

Criteria: The proposal shall be designed to minimize off-site impacts, especially upon drainage and views.

Staff Analysis: Any new development on the site will be required to meet appropriate stormwater drainage requirements. The project must comply with all height restrictions as specified in SMC Chapter 20.50, which will minimize the impact, if any, on off-site views.

9.2 Lot and Street Layout (SMC 20.30.410B)

Criteria: Lots shall be designed to contain a usable building area to ensure the lot is developed consistent with the standards of the SMC and does not create nonconforming structures, uses or lots.

Staff Analysis: The proposal meets dimensional standards for residential lots as set forth in SMC Chapter 20.50. No nonconforming structures, uses or lots will be created.

Criteria: Lots shall not front on primary or secondary highways unless there is no other feasible access.

Staff Analysis: Access for all lots will be via North 180th Street and 1st Avenue NE, which are neither primary nor secondary highways.

Criteria: Each lot shall meet the applicable dimensional requirements of the SMC.

Staff Analysis: This proposal meets the applicable dimensional requirements specified for R-6 zones as set forth in SMC Chapter 20.50. See further analysis in Section 10.1 below.

Criteria: Pedestrian walks or bicycle paths shall be provided to serve schools, parks, public facilities, shorelines and streams where street access is not adequate.

Staff Analysis: Improvements to street frontage, including new sidewalks along both streets will be required as a part of the approval conditions.

9.3 Dedications (SMC 20.30.410C)

Criteria: The City Council may require dedication of land in the proposed subdivision for public use.

Staff Analysis: Sufficient right-of-way exists along both frontages – no dedication is necessary.

Criteria: Only the City Council may approve a dedication of park land. The Council may request a review and written recommendation from the Planning Commission.

Staff Analysis: No dedication of park land is required.

Criteria: In addition, the City Council may require dedication of land and improvements in the proposed subdivision for public use under the standards of Chapter 20.60 SMC, Adequacy of Public Facilities, and Chapter 20.70 SMC, Engineering and Utilities Development Standards, necessary to mitigate project impacts to utilities, rights-of-way, and stormwater systems.

Staff Analysis: No dedications are required for this proposal.

10. SITE DEVELOPMENT STANDARDS (SMC 20.50)

10.1 Densities and Dimensions in the R-6 Zone (SMC 20.50.020)

Standard	Regulation	Proposed
Base Density	6 du/acre	6 du/acre
Min. Density	4 du/acre	4 du/acre
Min. lot width	50 ft.	50 – 62 ft.
Min. lot area	7,200 sq. ft.	7,202 – 8,503 sq. ft.
Min. front yard setback	20 ft.	20 ft.
Min. rear yard setback	15 ft.	60 - 95 ft.
Min. side yard setback	5 ft. min. & 15 ft. combined	5 ft. min & 15 ft. combined
Base height	35 ft. with pitched roof	< 35 ft. with pitched roof
Max. building coverage	35%	< 35%
Max. impervious surface	50%	< 50%

10.2 Significant Tree Removal (SMC 20.50.290-370)

There are eight (8) significant trees existing on the site. In order to comply with the requirement that at least 20% of significant trees be retained, six (6) trees will be approved for removal during the Site Development permit process. Six (6) replacement trees will be required during the development process.

10.3 Parking and Access (SMC 20.50.380-440)

Each residential dwelling unit must provide two off-street parking spaces (SMC 20.50.390A). The development will be required to provide each dwelling unit with a two-car garage and a driveway at least 20 feet long.

11. ADEQUACY OF PUBLIC FACILITIES (SMC 20.60)

11.1 Wastewater – Ronald Wastewater District has reviewed the proposal and has provided a Certificate of Sewer Availability.

11.2 Water – Seattle Public Utilities has reviewed the proposal and has issued a Water Availability Certificate.

11.3 Fire Protection – The Shoreline Fire Department has reviewed and approved the plans for access and water pressure to the site. Proximity to fire hydrant will need to be verified during the building permit review process. Any homes located beyond 500 ft. from the fire hydrant will be required to install NFPA 13d fire sprinklers.

12. ENGINEERING AND UTILITY DEVELOPMENT STANDARDS (SMC 20.70)

12.1 Right-of-Way Dedication – No right-of-way dedication is required for this proposal.

12.2 Frontage Improvements – Frontage improvement will be required for this proposal and shall be installed by the applicant prior to final approval or post a bond or other surety as provided for in SMC 20.30.440.

12.3 Surface Water Facilities – The City of Shoreline Public Works Department has determined that the submitted plans contain enough information to ascertain that the proposed improvements can meet site development and right-of-way requirements.

12.4 Utility Undergrounding – Undergrounding of utility per SMC 20.70.430 will be required.

C. CONCLUSIONS

RCW 36.70B.040 Determination of Consistency, requires a proposed project shall be reviewed for consistency with a local government's development regulations during project review by consideration of:

- Type of land use;
- The level of development, such as units per acre or other measures of density;
- Infrastructure, including public facilities and services needed to serve the development; and
- The characteristics of the development, such as development standards.

RCW 58.17.110 Approval/Disapproval of Subdivisions, requires proposed subdivisions to:

- Make appropriate provisions for the public health, safety, and general welfare; and
- Serve the public use and interest for open spaces, drainage ways, streets, other public ways, potable water supplies, sanitary wastes, parks and recreation, and all other relevant facts.

Based on the above Findings of Fact staff concludes the Preliminary Formal Subdivision proposal has:

- Met the requirements of the City of Shoreline Development Standards, 2012 Comprehensive Plan, and Municipal Code.
- Made appropriate provisions for the public health, safety, and general welfare.
- Serves the public use and interest.

D. STAFF PRELIMINARY RECOMMENDATION

Staff's preliminary recommendation to the Hearing Examiner is to forward to the City Council a recommendation of approval for the proposed Preliminary Formal Subdivision application.

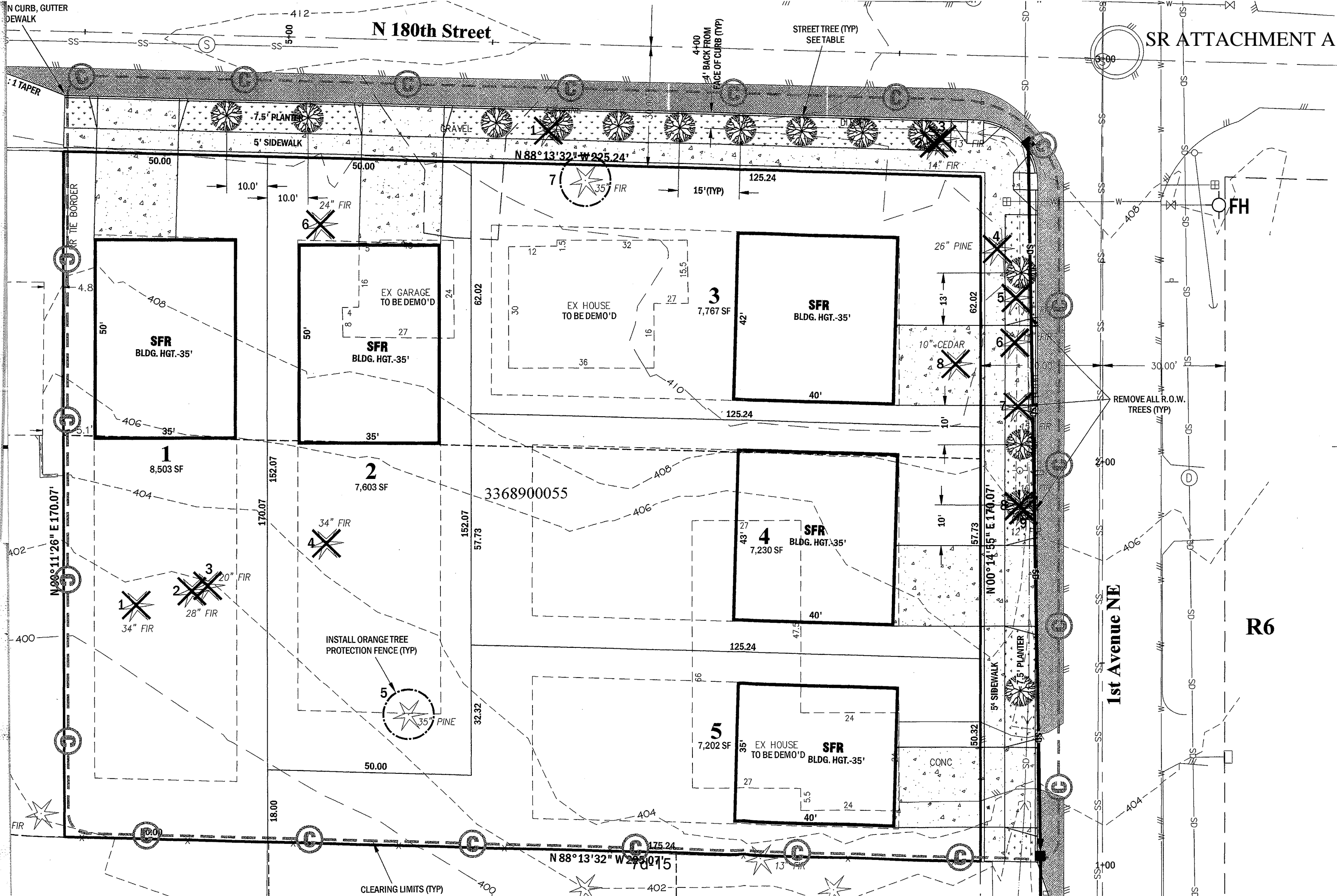
E. HEARING EXAMINER ROLE AND OPTIONS

The Hearing Examiner's recommendation options to the City Council are:

1. Recommend approval based on the staff Findings of Fact.
2. Recommend approval with conditions, based on new Findings of Fact and Conclusions as amended by the Hearing Examiner.
3. Recommend denial of the application, based on new Findings of Fact and Conclusions as amended by the Hearing Examiner.

F. ATTACHMENTS

- Attachment A: Site Plan
- Attachment B: SEPA Threshold DNS, April 2, 2013
- Attachment C: Application for Preliminary Formal Subdivision
- Attachment D: Notice of Application, February 20, 2013
- Attachment E: Notice of Public Hearing, April 2, 2013
- Attachment F: Environmental Checklist
- Attachment G: Conditions of Approval



R6



17500 Midvale Avenue North
Shoreline, WA 98133-4905
(206) 801-2500 ♦ Fax (206) 801-2788

**SEPA THRESHOLD DETERMINATION OF NONSIGNIFICANCE (DNS) AND
NOTICE OF PUBLIC HEARING**

PROJECT INFORMATION

DATE OF ISSUANCE: **April 2, 2013**
PROPONENT: **Robert Nehring**
LOCATION OF PROPOSAL: **17921 1st Ave. NE**

DESCRIPTION OF PROPOSAL: **Subdivision of one residential parcel into five. # 201922**

PUBLIC HEARING **April 29, 2013**

SEPA THRESHOLD DETERMINATION OF NONSIGNIFICANCE (DNS)

The City of Shoreline has determined that the proposal will not have a probable significant adverse impact(s) on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of the environmental checklist, the City of Shoreline Comprehensive Plan, the City of Shoreline Development Code, and other information on file with the Department. This information is available for public review upon request at no charge.

This Determination of Nonsignificance (DNS) is issued in accordance with WAC 197-11-340(2). The City will not act on this proposal for 14 days from the date below.

Interested persons are encouraged to provide oral and/or written comments regarding the above project at an open record public hearing. The hearing is scheduled for April 29, 2013 at 9:00 am in the Council Chamber at City Hall, 17500 Midvale Avenue N, Shoreline, WA.

RESPONSIBLE OFFICIAL: **Rachael Markle, Director**

ADDRESS: **17500 Midvale Avenue North** PHONE: **(206)801-2500**
Shoreline, WA 98133-4905

DATE: 3/27/13 SIGNATURE: 

PUBLIC COMMENT AND APPEAL INFORMATION

The public comment period will end on N/A. There is no administrative appeal of this determination. The SEPA Threshold Determination may be appealed with the decision on the underlying action to superior court. If there is not a statutory time limit in filing a judicial appeal, the appeal must be filed within 21 calendar days following the issuance of the underlying decision in accordance with State law.

Questions or More Information: Please contact Brian Lee, Planning & Community Development at (206) 801-2553.

The file is available for review at the City Hall, 17500 Midvale Ave N., 1st floor – Planning & Community Development.



City of Shoreline
Planning & Community Development
 17500 Midvale Avenue North Shoreline, WA 98133-4905
 Phone: (206) 801-2500 Fax: (206) 801-2788
 Email: pcd@shorelinewa.gov Web: www.shorelinewa.gov

PERMIT APPLICATION

PARCEL INFORMATION (Include all parcel(s) information. Attach additional sheets, if necessary.)

Project Address 17921 1st Avenue NE Shoreline
(Leave blank if address is not assigned)

Parcel Number (Property Tax Account Number) 3368900055

Legal Description Portion of SW 1/4 of NW 1/4 SEC 08 TWP 26N RNG 04E WM
Attach separate sheet for long Legal Description

PROPERTY OWNER INFORMATION

Name Tim Kaintz Email kaintztk@msn.com

Address 11807 - 7th St NE City Lake Stevens State WA Zip 98258

Phone 425.359.4487 Phone Cell _____

Owner's Authorized Agent

Name Robert Nehring Email nehring63@gmail.com

Address 10515 - 20th St SE suite 125 City Lake Stevens State WA Zip 98258

Phone 425.773.9567 Phone Cell _____

PROJECT INFORMATION

- | | | | | |
|------------------------|---|--|--|---|
| Type of Application: | <input type="checkbox"/> Single Family | <input type="checkbox"/> Multi-Family | <input type="checkbox"/> Non-Residential | <input type="checkbox"/> Legislative |
| Building/Construction: | <input type="checkbox"/> New Construction | <input type="checkbox"/> Change of Use | <input type="checkbox"/> Mechanical | <input type="checkbox"/> Fire Sprinkler |
| | <input type="checkbox"/> Addition/Remodel | <input type="checkbox"/> Demolition | <input type="checkbox"/> Plumbing | <input type="checkbox"/> Fire Alarm |
| | <input type="checkbox"/> Clearing & Grading | <input type="checkbox"/> Site Development | <input type="checkbox"/> Other | |
| Land Use: | <input checked="" type="checkbox"/> Subdivision | <input type="checkbox"/> Zoning Variance | <input type="checkbox"/> Use - Home Occupation | <input type="checkbox"/> Conditional Use |
| | <input type="checkbox"/> Short Plat | <input type="checkbox"/> Engineering Deviation | <input type="checkbox"/> Use - Bed & Breakfast | <input type="checkbox"/> Code Interpretation |
| | | | <input type="checkbox"/> Use - Temporary Use | <input type="checkbox"/> Rezone |
| | | | | <input type="checkbox"/> Administrative Design Review |

PROJECT DESCRIPTION

Proposed 5-Lot Plat in R6 zoning on 38,306 SF parcel with frontage improvements.

Construction Value \$ 35,000

CONTRACTOR INFORMATION

Company Name TBD Email _____

Contact Person _____ Phone _____

Address _____ City _____ State _____ Zip _____

Contractor's Registration # _____ Expiration Date _____

RECEIVED
 FEB 01 2012
PCD

I am the property owner or authorized agent of the property owner. I certify that to the best of my knowledge, the information submitted in support of this permit application is true and correct. I certify that I will comply with all applicable City of Shoreline regulations pertaining to the work authorized by the issuance of a permit. I understand that issuance of this permit does not remove the owner's responsibility for compliance with state or federal laws regulating construction or environmental laws. I grant permission for City staff and agents to enter areas covered by this permit application for the sole purpose of inspecting these areas in order to process this application and to enforce code provisions related to the issued permit(s).

Tim Kaintz
 Signature of **PROPERTY OWNER**

Robert Nehring
 Signature of **AUTHORIZED AGENT**

Date 1/22/13



Notice of Preliminary Subdivision Application including Optional SEPA DNS Process

February 20, 2013

Name of Applicant and Application No.: Robert Nehring; 201922

Location & Description of Project: 17921 1st Avenue NE; Subdivision of one residential parcel into five

Application Submitted & Complete: February 1, 2013

Project Manager Name & Phone #: Brian Lee 206.801.2553

Project Information: Total Lot Area: 38,306 square feet	Maximum Height: 35 feet
Zone R-6 (6 dwelling units per acre)	Minimum Lot Size: 7,200 square feet

Please note, that this proposal meets the density provisions of the City of Shoreline Development Code. Based on the lot area, this property may support 5 dwelling units. The City will evaluate the public comments received and, where appropriate, include them in the conditions of approval.

Environmental Review: The City expects to issue a SEPA Determination of Nonsignificance (DNS) on this project. This may be the only opportunity to comment on the environmental impacts of this proposal. The proposal may include mitigation measures under applicable codes, and the project review process may incorporate or require mitigation measures regardless of whether an environmental impact statement is prepared. A copy of the subsequent threshold determination for the specific proposal may be obtained upon request.

Public Comment: The public comment period ends March 7, 2013 at 5:00 p.m. Interested persons are encouraged to mail, fax (206) 801-2788 or deliver comments to City of Shoreline, Attn. Brian Lee, 17500 Midvale Avenue N, Shoreline, WA 98133 or email to blee@shorelinewa.gov. You may also request a copy of the decision once it has been made.

Development Regulations Used and Environmental Documents submitted:

Current editions of Shoreline Municipal Code and Comprehensive Plan, Stormwater Manual, Engineering Development Manual, Transportation Master Plan, Surface Water Master Plan, SEPA Checklist, and Geotechnical Report. All documents are available for review at City Hall, 17500 Midvale Avenue N.



Notice of Public Hearing of the Hearing Examiner
Hearing Date: April 29, 2013

Name of Applicant and Application No.: Robert Nehring; 201922

Location & Description of Project: 17921 1st Avenue NE; Subdivision of one residential parcel into five

Project Information:	Total Lot Area: 38,306 square feet	Maximum Height: 35 feet
	Zone R-6 (6 dwelling units per acre)	Minimum Lot Size: 7,200 square feet

Please note, that this proposal meets the density provisions of the City of Shoreline Development Code. Based on the lot area, this property may support 5 dwelling units. The City evaluated the public comments received and, where appropriate, included them in the conditions of approval.

Interested persons are encouraged to provide oral and/or written comments regarding the above project at an open record public hearing. The hearing is scheduled for **April 29, 2013 – 9:00 a.m.** in the Council Chambers at City Hall 17500 Midvale Avenue N, Shoreline, WA.

Copies of the Notice of Application, SEPA Threshold Determination, Hearing Staff Report, application materials and applicable codes are available for review at the City Hall, 17500 Midvale Avenue N.

Project Manager Name & Phone #: Brian Lee (206) 801-2553

Any person requiring a disability accommodation should contact the City Clerk at (206) 801-2230 in advance for more information. For TTY telephone service call (206) 546-0457. Each request will be considered individually according to the type of request, the availability of resources, and the financial ability of the City to provide the requested services or equipment.

ENVIRONMENTAL CHECKLIST FORM

Plat of Meridian Park

RECEIVED
 FEB 13 2013
 PCD

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for applicants:

This environmental checklist asks you- to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determine if there may be significant adverse impact.

Use of checklist for non project proposals:

Complete this checklist for no project proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). For non project actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable: "Meridian Park"

201922

There will be individual storm drainage infiltration trenches for each lot which will connect their overflows to an existing storm drainage system located in the 1st Ave NE ROW. Sanitary sewer and public water services will be extended from existing systems located in the adjacent ROW frontages of N 180th St & 1st Avenue NE.

*To meet current surface water & street frontage requirements
Per SMC 20.70*

The project will also include pavement widening, urban sidewalk and planter strip improvements along the adjacent section ROW frontages of N 180th St and 1st Ave NE.

12. Location of proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. The site is situated in the SW quadrant of the intersection of N 180th St and 1st Ave NE, and lies within the SW ¼ NW ¼ of Section 08, Township 26 North, Range 04 East W.M. in Shoreline, Washington. A legal description appears on the preliminary plat exhibit. The site address for location purposes is 17921 – 1st Avenue NE Shoreline, WA 98133.

Tax parcel # 3368900055

B. ENVIRONMENTAL ELEMENTS

1. EARTH

a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other
The site can be characterized as flat to rolling, with a general slope direction from NE to SW across the property. Average slope is 5 %. (refer to Existing Conditions map)

b. What is the steepest slope on the site (approximate percent slope)? 8% +/- SW corner of site.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland. The Geologic Map of the Edmonds East and West Quadrangles lists the soils as Glacial till deposits (Ovt). The Glacial till is described as a non-sorted mixture of clay, silt, sand, pebbles, cobbles and boulders. The on-site explorations consisted of undocumented fill underlain by medium dense to dense silty fine to medium sand with gravel consistent with the glacial till deposits.

d. Are there surface indications or history of unstable soils in the immediate vicinity? No.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill. There will be a balanced cut to fill ratio of about 1,000 cubic yards of cut and 1,000 cubic yards of fill with initial construction of lot pads, drainage facilities and utilities.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. If temporary erosion control methods were not employed, some erosion could occur from clearing and grading for buildings and frontage improvements. However, The City of Shoreline's Code requires installation of temporary erosion controls prior to any site clearing or development. Erosion control measures will be in place during construction to maintain required water quality. (See 1.h. below for additional information on erosion control).

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? Approximately 50 %.

Maximum allowed in R-6 zone = 50%.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. No. ✓
- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No. Post development storm water runoff from roofs and driveways will be collected within an approved individual drainage infiltration trenches which will pre-settle out debris materials in yard drains prior to infiltrating. ✓

b. Ground

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities, if known. Yes. Ground water will not be withdrawn from the site but surface runoff water will be infiltrated individually on each lot. ✓

Pending review - must meet current reqs. of SMC 20.70

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...: agricultural, etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. None likely. There will be no effluent discharge to the ground as the site will be served by sanitary sewers. ✓

c. Water Runoff (including storm water)

1) Describe the source of runoff (including storm water) and method of collection, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. Storm water from public roadways and frontage improvements will be the primary source of runoff which will be collected and discharged to the existing storm drainage system that flows south along 1st Ave NE. During development, vegetation removal and site grading will act to limit potential for uncontrolled runoff. After development, storm water will be collected in roadside catch-basins and then routed via a closed pipe conveyance system to closed storm drainage system along 1st Ave NE. Individual roofs and driveways will be collected and discharged to individual infiltration trenches located on each lot. ✓

2) Could waste materials enter ground or surface waters? If so, generally describe. Not likely. ✓

Pending review 20.70

3) Proposed measures to reduce or control surface, ground, and runoff water impacts, if any: All adopted development and engineering requirements imposed by the City to control hydrologic impacts on adjacent properties will be incorporated into final construction plans and implemented by the proponent. Individual Storm drainage infiltration trenches are designed in accordance with versions of the DOE Stormwater Manual and City of Shoreline's Development standards as were in effect at the time of complete application. ✓

4. PLANTS

a. Check or circle types of vegetation found on the site:

- deciduous tree: cherry, cottonwood, maple, aspen
 evergreen tree: fir, cedar, pine, hemlock
 shrubs
 lawn grass
 pasture
 crop or grain
 wet soil plants: cattail, buttercup, skunk cabbage, other
 water plants: water lily, eelgrass, milfoil, other
 other types of vegetation

1) Describe special emergency services that might be required. Other than normal police, emergency aid unit and fire protection services, no special emergency services are anticipated.

2) Proposed measures to reduce or control environmental health hazards, if any: The State of Washington regulates the safety standards for construction work (WAC 296-155) with regulations for material handling, storage and disposal that are to be followed during project related construction. Project construction drawings will be prepared in accordance with adopted local, state and federal regulations. Individual home building permits will be issued in accordance with City code and the International Building Code.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, aircraft, other)? Automobile traffic on N 180th St and 1st Ave NE would have minor impacts on the lots since they front along the street ROW. Minor noise from adjacent homes would also be noticed during outdoor activities and vice-versa.

2) What types and levels of noise would be created by or associated with the project on a short-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. During construction, noise impacts from machinery associated with clearing, grading, utility installation and home construction would be present during daylight hours. On a permanent basis, since no significant amount of traffic from adjoining plats will traverse the subject site, only minor noise from resident automobile use and occasional use by normal household related service vehicles and visitors will be present.

3) Proposed measures to reduce or control noise impacts, if any: Noise generation and impact limits are governed under City Code. Sounds created by the normal operation of motor vehicles on public highways or roads are exempt at all times from maximum permissible levels regulated by ordinance. This would apply to internal and external public roadway vehicle noise that would impact the project or surrounding properties. Construction equipment noise including noise generated by special construction vehicles on temporary construction sites is exempt from noise limits during daytime hours as defined in code. All project related construction will be conducted in accordance with City code.

8. LAND AND SHORELINE USE

a. What is the current use of the site and adjacent properties? The site is occupied by two single family homes and associated outbuildings. The houses will be demolished or moved off site. Properties immediately to the west, north, south and east are developed on single family lots.

b. Has the site been used for agriculture? If so, describe. Not believed to have been.

c. Describe any structures on the site. There is one house with garage and one mobile home with outbuildings on the site.

d. Will any structures be demolished? If so, what? Yes, they all will be demo'd or removed.

e. What is the current zoning classification of the site? R6 (R-7200) Residential - low density

f. What is the current comprehensive plan designation of the site? Low Density Residential.

g. If applicable, what is the current shoreline master program designation of the site? NA

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify. No

11. LIGHT AND GLARE

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? Automobile and home lighting glare during early evening hours.
- b. Could light or glare from the finished project be a safety hazard or interfere with views? No.
- c. What existing off-site sources of light or glare may affect your proposal? None.
- d. Proposed measures to reduce or control light and glare impacts, if any: None

12. RECREATION

- a. What designated and informal recreational opportunities are in the immediate vicinity? Located 520 feet to the west down N 180th Street is Cromwell Park which has open space and ballfields.
- b. Would the proposed project displace any existing recreational uses? If so, describe. No.
- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: Each home will have a large private rear yard that can be used by that resident for private recreation.

13. HISTORIC AND CULTURAL PRESERVATION

- a. Are there any places or objects listed on, or proposed for national, state, or local preservation registers known to be on or next to the site? If so, generally describe. No
- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site. None known.
- c. Proposed measures to reduce or control impacts, if any: None.

14. TRANSPORTATION

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any. The site fronts on N 180th St and 1st Ave NE. Access to the proposed Lots will be taken directly off of both N 180th St and 1st Ave NE.
- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop? Not at the site. Metro Transit's closest stop (Route 346) is 1,200 feet to the west at the intersection of N 180th Street and Meridian.
- c. How- many parking spaces would the completed project have? How many would the project eliminate? The project will provide off-street parking as required by city code. At a minimum, two (2) off-street spaces per residence are required therefore ten (10) will be provided and four (4) existing spaces will be eliminated.
- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private). Yes. These improvements include: pavement/lane widening, urban sidewalk and planter improvements along the abutting section of N 180th St and 1st Ave NE.

*All required frontage improvements
Per 20.70.320*

Recommended Conditions of Approval

- A. All existing and proposed restrictions, easements, tracts, and their purpose shall be clearly shown on the final formal subdivision.
- B. All utility easements for water service, sewer service, underground power, and telecommunications shall be noted on the final formal subdivision.
- C. A use and maintenance agreement shall be recorded, filed separately or noted on the final formal subdivision for all joint access and utility easements.
- D. The applicant shall submit a detailed tree removal/replanting plan with the Site Development permit application. Preservation of retained trees shall be guaranteed during construction through the posting of a performance bond equal to the value of the installation and maintenance of those protection measures. Further preservation of retained trees following construction shall be required for a period of 36 months and shall be guaranteed through an approved maintenance agreement.
- E. All conditions of the water and sewer availability certificates must be met.
- F. All conditions required by Shoreline Fire Department must be met.
- G. All new development shall be served with underground power and separate meters for each housing unit.
- H. The exact square footage of each lot shall be clearly shown on the final formal subdivision.
- I. All addresses shall be shown on the recorded final formal subdivision. Each unit shall be addressed as follows:
 - Lot 1 – 2341 North 180th Street
 - Lot 2 – 2347 North 180th Street
 - Lot 3 – 17927 1st Avenue NE
 - Lot 4 – 17921 1st Avenue NE
 - Lot 5 – 17915 1st Avenue NE
- J. Single-family residences and other improvements constructed on the lots created by this subdivision must implement the flow control best management practices (BMPS) stipulated in the drainage plan Declaration of Covenant and Grant of Easement recorded for each lot. Compliance with this stipulation must be addressed in the drainage plan submitted for drainage review when application is made for a single-family residential building permit for the lot.
- K. Temporary erosion and sediment control plans and grading plans in accordance with the 2005 DOE Manual shall be submitted and approved prior to issuance of a site development and/or building permit for the site.
- L. Prior to recording of the final formal subdivision, plans for all site improvement work shall be prepared by a Civil Engineer licensed in the State of Washington and approved by the City.
- M. Before the site development permit can be issued, a financial guarantee shall be submitted in the form of a performance bond to the City of Shoreline to assure the completion of all required improvements.

180TH N 180TH ST
SUNNYSIDE AVE N

1ST AVE NE 1ST AVE NE
N 180TH ST N 180TH ST



2325
3368900050

2325 N 180TH ST

2335 N 180TH ST

2335
3368900057

2324
3368900054

2325 N 180TH ST

17921
3368900055

17915 1ST AVE NE 17915 1ST AVE NE

17921 1ST AVE NE

2324
3368900054

2340
3368900065

2340
3368900065

2350
3368900066

7d-26

2355
3368900067

105
2082700055

115 (6)
2082700056

114 (6)
2082700059

1ST

ORIGINAL

ORDINANCE NO. 661

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON,
APPROVING A PRELIMINARY FORMAL SUBDIVISION FOR FIVE
LOTS AT 17921 1ST AVENUE NORTHEAST**

WHEREAS, the owner of the property located at 17921 1st Avenue Northeast filed a preliminary formal subdivision application for five single family building lots located at 17921 1st Avenue Northeast; and

WHEREAS, on April 29, 2013, a public hearing on the application for the preliminary formal subdivision was held before the Hearing Examiner for the City of Shoreline pursuant to notice as required by law; and

WHEREAS, on April 30, 2013, the Hearing Examiner recommended approval with conditions of the preliminary formal subdivision and entered findings of fact and conclusions based thereon in support of that recommendation; and

WHEREAS, the City Council does concur with the Findings, Conclusions and Recommendation of the Hearing Examiner dated April 30, 2013, specifically that the preliminary formal subdivision of the property located at 17921 1st Avenue Northeast is consistent with both the City of Shoreline Comprehensive Plan and Development Code and is appropriate for this site;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE,
WASHINGTON, DO ORDAIN AS FOLLOWS:**

Section 1. Findings. The Findings and Conclusions set forth in the Hearing Examiner's Findings, Conclusions and Recommendation dated April 30, 2013 attached hereto as Exhibit 1 are hereby adopted.

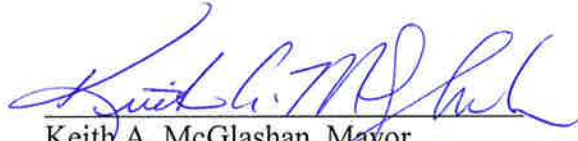
Section 2. Preliminary Formal Subdivision Adoption. The Kaintz Preliminary Formal Subdivision, File No. 201922, as further depicted in Exhibit 2 attached hereto is hereby adopted subject to the conditions attached as Exhibit 3, referred to by the Hearing Examiner as Attachment G in the Hearing Examiner's Findings, Conclusions and Recommendation dated April 30, 2013.

Section 3. Severability. If any provision of this ordinance or the application of a provision to any person or circumstance is declared invalid, then the remainder of this Agreement, or the application of such provision to other persons or circumstances, shall not be affected.

Section 4. Effective Date. This ordinance shall take effect and be in full force five (5) days after passage and publication of the title as a summary of this ordinance.

ORIGINAL

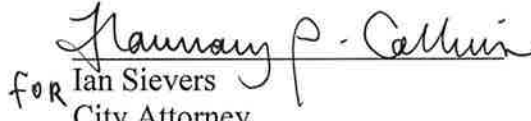
PASSED BY THE CITY COUNCIL ON JUNE 3, 2013.


Keith A. McGlashan, Mayor

ATTEST:


Scott Passey
City Clerk

APPROVED AS TO FORM:


for Ian Sievers
City Attorney

Date of Publication: June 6, 2013
Effective Date: June 11, 2013



City of Shoreline

Planning & Community Development

17500 Midvale Avenue North Shoreline, WA 98133-4905

Phone: (206) 801-2500 Fax: (206) 801-2788

Email: pcd@shorelinewa.gov Web: www.shorelinewa.gov

Guarantee Tracking No.

1482

(For Internal Use)

PERFORMANCE AGREEMENT FORM

Complete all applicable fields:

<input type="checkbox"/> Landscaping	\$ _____	<input checked="" type="checkbox"/> Right-of-Way	\$ 115,834
<input type="checkbox"/> Clearing, Grading, Restoration	\$ _____	<input type="checkbox"/> Other	\$ _____
<input type="checkbox"/> Utility, Storm Drainage	\$ _____	<input type="checkbox"/> Subdivision	\$ _____
			TOTAL \$ 115,834

Bond/Bank Account No. Surety # WAC 53610 Project No. 119533Site Address 17921 1st Ave. NEApplicant Name TIM KAINTZApplicant Address P.O. Box 610 LAKE STEVENS WA 98258

This AGREEMENT is entered into between the City of Shoreline, hereinafter "CITY", and the above named applicant, hereinafter "APPLICANT".

WHEREAS the undersigned APPLICANT has applied for a permit to construct the above-references project; WHEREAS the CITY has reviewed this permit application, in accordance with the Shoreline Municipal Code and other applicable regulations, and has attached appropriate permit conditions which require a financial guarantee from July 5, 2013 (insert start date) to July 5, 2014 (insert anticipated end date) to assure the performance of such improvements, provided, however, that the financial guarantee will only be released on the end date if all terms of the AGREEMENT have been completed to the satisfaction of the Planning & Community Development Director or his/her designee; and

WHEREAS the APPLICANT has read and agrees to comply with the permit conditions; NOW, THEREFORE, the APPLICANT hereby agrees and binds itself and its legal representatives, successors, and assigns as follows:

General Terms of the AGREEMENT

1. The APPLICANT shall complete all construction within the timeframe specified and in full compliance with the attached permit conditions, and shall notify the CITY once the project is completed.
2. The APPLICANT shall fulfill all other requirements of the Shoreline Municipal Code and adopted ordinances in connection with the permit improvements even if these requirements are not specifically set forth in this AGREEMENT.
3. The APPLICANT shall be responsible for the proper performance, safe conduct and adequate policing and supervision of the project. This responsibility shall not be lessened or otherwise affected by the CITY's approval of plans, specifications, or work, or by the presence at the work site of the CITY's representative(s), or by the compliance by the APPLICANT with any requests made by said representative(s).
4. Any APPLICANT proposed change of work from the approved plans must be approved in writing by the CITY prior to beginning such work.
5. The APPLICANT hereby grants the CITY the right to enter and inspect the project site and, in the event of any failure to comply with terms of this AGREEMENT, to implement such corrective measures as the CITY deems appropriate.
6. A financial guarantee in the amount and in a form approved by the CITY shall be furnished to the CITY prior to commencing construction of the project and shall remain in force and effect until written release by the CITY. The obligation to perform work and pay fees or other amounts is not limited to the amount of the associated financial guarantee.
7. The APPLICANT shall reimburse the CITY for all actual direct and indirect costs necessitated by this AGREEMENT,

including but not limited to plan review and inspection fees per the City of Shoreline Municipal Code, and corrective or abatement action.

8. The APPLICANT shall defend, indemnify and hold the CITY and its officers, agents, and/or employees harmless from all costs, claims, or liabilities of any nature including attorney's fees, costs and expenses resulting from the acts, errors or omissions of APPLICANT, its agents or employees in the performance of this AGREEMENT, except for injuries and damages caused by the sole negligence of the City. Provided, however, that if such claims are caused by or result from concurrent negligence of the APPLICANT, its agents or employees, and the CITY, its officers, agents, and/or employees, then the APPLICANT shall be liable only to the extent of the APPLICANT's negligence pursuant to RCW 4.24.115. It is further specifically and expressly understood that the indemnification provided herein constitutes the APPLICANT's waiver of immunity under Industrial Insurance Title 51 RCW, solely for the purpose of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this AGREEMENT.

(CHECKED BY CITY PROJECT MANAGER WHEN APPLICABLE.) A Maintenance/Defect/Monitoring Agreement is required following acceptance of required work and prior to release of the financial guarantee. The Maintenance/Defect/Monitoring Agreement requires a separate financial guarantee. In the event the APPLICANT fails to post such an additional financial guarantee, the City may demand payment on the performance guarantee and may utilize such amounts to secure the APPLICANT'S obligations under the Maintenance/Defect/Monitoring Agreement as authorized by the City of Shoreline Municipal Code and this AGREEMENT.

Release Requirements

This AGREEMENT and the associated financial guarantee shall remain in full force and effect and shall not be released until all terms of this AGREEMENT have been completed to the satisfaction of the Planning & Community Development Director or his/her designee. The APPLICANT shall notify Planning & Community Development in writing when all terms of the AGREEMENT are complete to request a final inspection and a final release from the terms of this AGREEMENT.

IN WITNESS THEREOF, the party or parties hereto have executed this AGREEMENT as of date below.

APPLICANT

By: Tim Kaintz
Title: owner
Date: 6/21/13

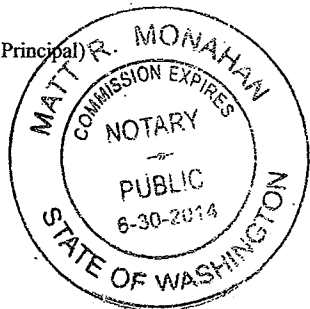
APPLICANT

By: _____
Title: _____
Date: _____

State of Washington, County of Snohomish

I certify that I know or have seen satisfactory evidence that Tim Kaintz signed this instrument and acknowledged it to be his/her free and voluntary act for the uses and purpose mentioned in the instrument.

(Notary Seal or Stamp for Principal)



Dated: 6/21/13
Notary Signature: Matt R. Monahan
Notary Printed Name: Matt R. Monahan
Title: Notary
Notary appointment expires: 6-30-2014

City Recipient: Penelope A. Hager Date: July 5, 2013



Planning & Community Development

17500 Midvale Avenue North
 Shoreline, WA 98133-4905
 (206) 801-2500 • Fax (206) 801-2788

PERMIT NUMBER 119533
 SITE ADDRESS 17921 1st AV NE
 DATE 05/05/2013

FINANCIAL GUARANTEE ESTIMATE

Performance and Maintenance
 Onsite and Right-of-way
 Revised October 2011

ONSITE IMPROVEMENTS

Landscaping	_____	\$0
Clearing, Grading, Restoration	_____	\$0
Utility, Storm Drainage	_____	\$0
Subdivision	_____	\$0
Other:		
Enter Item and amount	_____	
Enter Item and amount	_____	\$0
Enter Item and amount	_____	\$0
Subtotal		\$0

	ONSITE	
Mobilization (115% of Subtotal)	PERFORMANCE (125% of Mobilization)	MAINTENANCE (25% of Performance)
\$0	\$0	\$0

RIGHT-OF-WAY IMPROVEMENTS

Linear feet of frontage	\$/linear foot	
395	\$204	\$80,580
Other:		
Enter Item and amount	_____	
Enter Item and amount	_____	
Enter Item and amount	_____	
Subtotal		\$80,580

	RIGHT-OF-WAY	
Mobilization (115% of Subtotal)	PERFORMANCE (125% of Mobilization)	MAINTENANCE (25% of Performance)
\$92,667	\$115,834	\$28,958

PERFORMANCE FINANCIAL GUARANTEE TOTAL	\$115,834
ROW MAINTENANCE FINANCIAL GUARANTEE	\$28,958
ONSITE MAINTENANCE FINANCIAL GUARANTEE	\$0

DATE

[Signature]

PREPARED BY:

05.05.2013



City of Shoreline

Planning & Community Development

17500 Midvale Avenue North Shoreline, WA 98133-4905

Phone: (206) 801-2500 Fax: (206) 801-2788

Email: pcd@shorelinewa.gov Web: www.shorelinewa.gov

Guarantee Tracking No. 1482

(For Internal Use)

SURETY FINANCIAL GUARANTEE

Project No. <u>119533</u>	Guarantee Amount <u>\$115,834.00</u>
Site Address <u>17921 1st Ave. NE</u>	
Applicant Name <u>Tim Kaintz</u>	
Applicant Address <u>PO Box 610 Lake Stevens Wa 98258</u>	Surety No. <u>WAC 53610</u>

We, Tim Kaintz, as Principal and Merchants Bonding Company (Mutual) a corporation organized and existing under and by virtue of the laws of the State of Iowa and legally doing business in the State of Washington, as Surety, are held an firmly bound unto the City of Shoreline, State of Washington, as Oblige, in the penal sum of One Hundred Fifteen Thousand Eight Hundred Thirty Four and No/100 Dollars, (\$ 115,834.00), for the payment of which we firmly bind ourselves, and our legal representatives successors and assigns, jointly and severally.

THE CONDITION OF OBLIGATION is that:

1. The Principal has executed a Performance or Maintenance/Defect/Monitoring 'Agreement', a copy of which is attached hereto and incorporated herein by this reference.
2. Under the provisions of this Agreement, the Principal is required to furnish a guarantee to secure the Principal's compliance with the terms of the Agreement.
3. This Surety Bond is intended to secure the Principal's performance of work and payment of fees in accordance with the associated Agreement.

IT IS FURTHER EXPRESSLY PROVIDED that:

1. Until written release of this obligation by the City of Shoreline, this bond may not be terminated or cancelled by the Applicant or Surety for any reason.
2. The obligation of the Surety shall not be discharged or affected by any extension of time for the Principal's performance of this Agreement or by any amendment of the engineering plans used for construction of the project. The Surety hereby waives notice of any such extension or amendment. The obligation of the Surety shall, in no event, exceed the penal sum hereof unless the Surety has expressly consented to any change, modification or extension of the Agreement and has issued its written adjustment of the penal sum, signed by the Principal and Surety.
3. Upon the failure of the Principal to perform the terms of the Agreement, the Surety shall either perform the terms of the Agreement or shall tender to the City of Shoreline the amount which the City estimates necessary to effect compliance with terms of the Agreement. The City estimate may not be challenged or otherwise disputed by the Principal or Surety. Any funds provided by the Surety in excess of that expended to remedy noncompliance with the Agreement will be returned to the Surety upon completion of the remedial work and payment of outstanding fees.

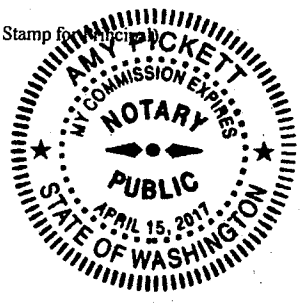
PRINCIPAL: Tim Kaintz 7/3/2013
 (Signature) [Signature] (Date)
Tim Kaintz
 (Type/Print Name)
Individual
 Title
P.O. Box 610, Lake Stevens, WA 98258
 Mailing Address
(425) 359-4487
 Telephone Number

SURETY: Merchants Bonding Company (Mutual)
[Signature] 7/3/2013
 (Signature) [Signature] (Date)
Julie M. Glover
 (Type/Print Name)
Attorney-in-Fact
 Title
P.O. Box 3018, Bothell, WA 98041-3018
 Mailing Address
(425) 489-4500
 Telephone Number

State of Washington, County of Snohomish

I certify that I know or have seen satisfactory evidence that Tim Kaintz signed this instrument and acknowledged it to be his/her free and voluntary act for the uses and purpose mentioned in the instrument.

(Notary Seal or Stamp for this jurisdiction)



Date: 7-3-13
Notary Signature: [Handwritten Signature]
Notary Printed Name: Amy Pickett
Title: Notary
Notary appointment expires: 4/15/2017

MERCHANTS
BONDING COMPANY™
POWER OF ATTORNEY

Know All Persons By These Presents, that MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., both being corporations duly organized under the laws of the State of Iowa (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint, individually,

Brandon K Bush, Chad M Epple, Julie M Glover, Darlene Jakielski, Jim S Kuich, Theresa A Lamb,
Nancy J Osborne, James W Doyle, S M Scott, Steve Wagner, Betty A. Cox

of Bothell and State of Washington their true and lawful Attorney-in-Fact, with full power and authority hereby conferred in their name, place and stead, to sign, execute, acknowledge and deliver in their behalf as surety any and all bonds, undertakings, recognizances or other written obligations in the nature thereof, subject to the limitation that any such instrument shall not exceed the amount of:

FIFTEEN MILLION (\$15,000,000.00) DOLLARS

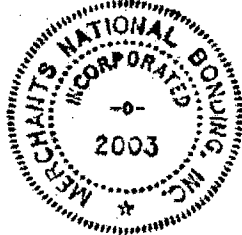
and to bind the Companies thereby as fully and to the same extent as if such bond or undertaking was signed by the duly authorized officers of the Companies, and all the acts of said Attorney-in-Fact, pursuant to the authority herein given, are hereby ratified and confirmed.

This Power-of-Attorney is made and executed pursuant to and by authority of the following By-Laws adopted by the Board of Directors of the Merchants Bonding Company (Mutual) on April 23, 2011 and adopted by the Board of Directors of Merchants National Bonding, Inc., on October 24, 2011.

"The President, Secretary, Treasurer, or any Assistant Treasurer or any Assistant Secretary or any Vice President shall have power and authority to appoint Attorneys-in-Fact, and to authorize them to execute on behalf of the Company, and attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof.

The signature of any authorized officer and the seal of the Company may be affixed by facsimile or electronic transmission to any Power of Attorney or Certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligations of the Company, and such signature and seal when so used shall have the same force and effect as though manually fixed."

In Witness Whereof, the Companies have caused this instrument to be signed and sealed this 18th day of April, 2013.



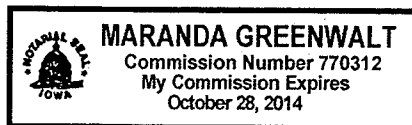
MERCHANTS BONDING COMPANY (MUTUAL)
MERCHANTS NATIONAL BONDING, INC.

By *Larry Taylor*
President

STATE OF IOWA
COUNTY OF POLK ss.

On this 18th day of April, 2013, before me appeared Larry Taylor, to me personally known, who being by me duly sworn did say that he is President of the MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC.; and that the seals affixed to the foregoing instrument is the Corporate Seals of the Companies; and that the said instrument was signed and sealed in behalf of the Companies by authority of their respective Boards of Directors.

In Testimony Whereof, I have hereunto set my hand and affixed my Official Seal at the City of Des Moines, Iowa, the day and year first above written.



Maranda Greenwalt

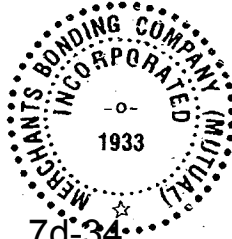
Notary Public, Polk County, Iowa

STATE OF IOWA
COUNTY OF POLK ss.

I, William Warner, Jr., Secretary of the MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., do hereby certify that the above and foregoing is a true and correct copy of the POWER-OF-ATTORNEY executed by said Companies, which is still in full force and effect and has not been amended or revoked.

In Witness Whereof, I have hereunto set my hand and affixed the seal of the Companies on

this 31st day of July 2013.



William Warner Jr.
Secretary

Hub International Northwest

P. O. Box 3018
Bothell, WA 98041-3018
Phone : 425-489-4500 425-489-4501

Tim Kaintz - Bonds Only
P.O. Box 610
Lake Stevens, WA 98258

INVOICE #		228423	Page 1
ACCOUNT NO.	OF	DATE	
KAINT-1	JG	07/03/13	
BONDS - Renewable Event			
POLICY #			
WAC 53610			
COMPANY			
Merchants Bonding Company			
EFFECTIVE	EXPIRATION	BALANCE DUE ON	
07/03/13	07/03/15	07/03/13	

Item #	Eff Date	Trn	Type	Description	Amount
918194	07/03/13	NBS	BOND	#WAC 53610 City of Shoreline	\$ 2,817.00

\$115,834 Completion Bond to City of Shoreline for site located at 17921 1st Ave NE, Shoreline, WA

Two year term premium fully earned. Written release from City of Shoreline required to close bond.

Please remit to HUB International NW, P.O. Box 749672
Los Angeles, CA 90074-9672

Invoice Balance: \$ 2,817.00

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Ordinance No. 670, Authorizing Issuance of a \$3,565,000 Limited Tax General Obligation Bond to Provide Permanent Financing for Acquiring and Improving the Brugger's Bog Maintenance Facility, with a Closing Date of August 21, 2013, and Waiving Council Rule 3.5B Second Reading
DEPARTMENT:	Administrative Services Department
PRESENTED BY:	Robert Hartwig, Administrative Services Director
ACTION:	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The City Council approved an interfund loan as temporary financing for the Brugger's Bog Maintenance Facility Acquisition and Improvements Project on July 8. At that time staff anticipated that it would take approximately two months to arrange for permanent financing. Due to recent movements in interest rates staff worked with the City's Financial Advisor (PFM) and Bond Counsel (Foster Pepper) to lock in an interest rate of 3.75% for the permanent financing. This rate is contingent on closing the financing by August 21, 2013. In order to close on the financing by August 21, Ordinance No. 670 (Attachment A) needs to be adopted at tonight's City Council meeting.

BACKGROUND:

The Brugger's Bog Maintenance Facility acquisition is complete and was closed on July 26, 2013. The City Council authorized the City Manager to execute the purchase and sale agreement with King County for Brugger's Bog in the amount of \$2,898,622 on November 26, 2012. The acquisition amount was \$2,908,119 (\$2,898,622 for the property plus \$9,497 in closing costs). The City paid for the property with the proceeds of an interfund loan, approved by the City Council on July 8

City staff worked with PFM and Foster Pepper to arrange for permanent financing. Anticipating higher interest rates, PFM recommended locking in the rate at 3.75%. Since that time rates have continued to move higher and are currently over 4% for this type of debt issuance.

"All in" costs for the acquisition and improvements come to \$3,565,000. This is also the amount recommended for bond financing. This amount includes \$3,348,000 originally budgeted; \$52,000 for additional property closing costs, Financial Advisor/Bond Counsel fees, and other bond closing costs; and \$165,000 for furniture, fixtures, equipment (FFE), project management, project contingency, fees, and permits. Total annual debt service will vary between \$256,063 and \$261,000 per year for the next 20 years.

This amount is \$165,000 higher than the amount originally contemplated (just under 5%). Most of this difference relates to the decision to bill the cost of the project manager to the project to accurately track full costs for allocation between funds. Staff is also recommending an increased amount for project contingency, in part for improvements to manage adjacent property owner's expectations (e.g. fence repair, landscaping), and also to have a more reasonable contingency target (20%) for a project of this nature. Finally, additional costs are also included for FFE¹, and increased permitting costs that were not included in the original estimates. We will make every effort to bring this project in under the \$3,565,000 total. Any savings will be used to pay debt service payments.

The bond issue comes with a 10 year call option. If interest rates are favorable the City can refinance the remaining bonds at that time. In addition, staff negotiated a provision allowing the City to make early special redemptions of principal if properties along Aurora Avenue sell within the first ten (10) years. The City would pay a 1% premium to redeem principal early using this special redemption option, but it would result in a significant reduction of debt service payments going forward. The City is allowed to make special early redemptions on up to three (3) separate occasions during the first ten (10) years, up to an aggregate total of \$1.5 million.

In order to comply with federal and state grant provisions used for the Aurora Avenue improvements, the proceeds from property sales are not the direct source for any potential early bond redemptions. Instead, the sale proceeds would remain in the Roads Capital Fund and the General Fund would reduce its allocation to that fund by the same amount. The General Fund would use the amount normally transferred to pay-off maintenance facility debt early.

PFM recommends a "private placement" of the bonds with Capital One. Capital One is interested in acquiring the issue in its entirety as a "bank qualified" (BQ) debt issuance. BQ bonds have tax advantages for banks that result in favorable interest rates. Issuing the bonds as a "public placement" would result in additional interest costs (at least 10 basis points – or 0.1% in higher interest rates). It would also result in higher closing costs (underwriter fees), further increasing the net effective interest rate.

Attached to this staff report you will find the bond ordinance (Ordinance No. 670, Attachment A), a memo from PFM (Attachment B), and the Statement of Sources and Uses of Funds along with the Bond Amortization Schedule (Attachment C). These documents provide further details regarding this transaction.

RESOURCE/FINANCIAL IMPACT:

The adopted 2013-2018 CIP includes a total project budget of \$3,373,000 for the acquisition and improvement of the Brugger's Bog Maintenance Facility. The total project cost is expected to be \$3,590,000 to cover all closing, financing, and initial improvement costs. The 2013 and/or 2014 budgets will be amended as needed with the adoption of the 2014-2019 CIP and adoption of the 2014 capital budget, or with a

¹ The intent is to utilize the existing furniture and fixtures from Hamlin Yard, but their condition may require some replacement.

2013 supplemental appropriation if necessary. The budget contemplated \$25,000 in sources from the General Capital Fund, with the remainder coming from debt financing of \$3,565,000.

RECOMMENDATION

Staff recommends that Council approve Ordinance No. 670 authorizing the issuance of a \$3,565,000 Limited Tax General Obligation Bond to provide permanent financing for the acquisition and improvements of the Brugger's Bog Maintenance Facility, with a closing date of August 21, 2013.

Approved By: City Manager **JU** City Attorney **IS**

ATTACHMENTS

Attachment A – Ordinance No. 670

Attachment B – Financial Advisor memo (including debt limit calculation)

Attachment C – Sources and Uses of Funds and Bond Amortization Schedule

CITY OF SHORELINE, WASHINGTON

ORDINANCE NO. 670

AN ORDINANCE of the City of Shoreline, Washington, relating to contracting indebtedness; providing for the issuance, sale and delivery of \$3,565,000 aggregate principal amount of a limited tax general obligation bond to provide funds for the acquisition of and improvements to an existing public works maintenance facility; and to pay the costs of issuance and sale of the bond; fixing certain terms and covenants of the bond; and providing for other related matters.

Passed August 12, 2013

This document prepared by:

*Foster Pepper PLLC
1111 Third Avenue, Suite 3400
Seattle, Washington 98101
(206) 447-4400*

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**The cover page, table of contents and section headings of this ordinance are for convenience of reference only, and shall not be used to resolve any question of interpretation of this ordinance.*

CITY OF SHORELINE, WASHINGTON

ORDINANCE NO. 670

AN ORDINANCE of the City of Shoreline, Washington, relating to contracting indebtedness; providing for the issuance, sale and delivery of \$3,565,000 aggregate principal amount of a limited tax general obligation bond to provide funds for the acquisition of and improvements to an existing public works maintenance facility; and to pay the costs of issuance and sale of the bond; fixing certain terms and covenants of the bond; and providing for other related matters.

THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Definitions. As used in this ordinance, the following capitalized terms shall have the following meanings:

- (a) “*Bank*” means Capital One Public Funding, LLC, as Purchaser of the Bond.
- (b) “*Bond*” means the bond issued pursuant to and for the purposes provided in this ordinance.
- (c) “*Bond Counsel*” means the firm of Foster Pepper PLLC, its successor, or any other attorney or firm of attorneys selected by the City with a nationally recognized standing as bond counsel in the field of municipal finance.
- (d) “*Bond Fund*” means the Limited Tax General Obligation Bond Fund, of the City created for the payment of the principal of, redemption premium, if any, and interest on the Bond.
- (e) “*Bond Registrar*” means the books or records maintained by the Bond Registrar for the purpose of identifying ownership of the each Bond.
- (f) “*Bond Registrar*” means the Fiscal Agent, or any successor bond registrar selected by the City.
- (g) “*City*” means the City of Shoreline, Washington, a municipal corporation duly organized and existing under the laws of the State.
- (h) “*City Council*” means the legislative authority of the City, as duly and regularly constituted from time to time.
- (i) “*Code*” means the United States Internal Revenue Code of 1986, as amended, and applicable rules and regulations promulgated thereunder.
- (j) “*Finance Officer*” means the Administrative Services Director or such other officer of the City who succeeds to substantially all of the responsibilities of that office.

(k) “*Financial Advisor*” means the firm of Public Financial Management, Inc., or its successor.

(l) “*Fiscal Agent*” means the fiscal agent of the State, currently, the Bank of New York Mellon, as the same may be designated by the State from time to time.

(m) “*Government Obligations*” has the meaning given in RCW 39.53.010, as now in effect or as may hereafter be amended.

(n) “*Issue Date*” means, with respect to the Bond, the date of initial issuance and delivery of the Bond to the Purchaser in exchange for the purchase price of the Bond.

(o) “*Maturity Date*” means December 1, 2033.

(p) “*Project*” means the acquisition of and improvements to an existing maintenance facility to be used by the City’s Public Works Maintenance Operations, and other capital purposes, as deemed necessary and advisable by the City. Incidental costs incurred in connection with carrying out and accomplishing the Project, consistent with RCW 39.46.070, may be included as costs of the Project. The Project includes acquisition, construction and installation of all necessary furniture, equipment, apparatus, accessories, fixtures and appurtenances. The term “land” includes all real property and all appurtenant improvements, structures and interests therein.

(q) “*Project Fund*” means the fund or account designated or created by the Finance Officer for the purpose of carrying out the Project.

(r) “*Purchase Offer*” means the letter dated July 23, 2013, setting forth certain terms and conditions of the issuance, sale and delivery of the Bond, which offer is accepted by the City pursuant to this ordinance.

(s) “*Purchaser*” means Capital One Public Funding, LLC, of Melville, New York.

(t) “*Record Date*” means the Bond Registrar’s close of business on the 15th day of the month preceding an interest payment date. With respect to redemption of the Bond prior to its maturity, the Record Date shall mean the Bond Registrar’s close of business on the date on which the Bond Registrar sends the notice of redemption in accordance with Section 9.

(u) “*Registered Owner*” means, with respect to the Bond, the person in whose name the Bond is registered on the Bond Register.

(v) “*State*” means the State of Washington.

(w) “*System of Registration*” means the system of registration for the City’s bonds and other obligations set forth in Ordinance No. 453 of the City.

Section 2. Findings and Determinations. The City takes note of the following facts and makes the following findings and determinations:

(a) *Authority and Description of Project.* The City is in need of a new maintenance facility to house its Public Works Maintenance Operations. RCW 35A.11.020 authorizes the City to acquire, improve and operate public facilities. The City Council therefore finds that it is in the best interests of the City to carry out the Project.

(b) *Plan of Financing.* Pursuant to applicable law, including without limitation chapters 39.36, 39.46, 35A.11 and 35A.40 RCW, the City is authorized to issue general obligation bonds for the purpose of financing the Project. The total expected cost of the Project is approximately \$3,566,119, which is expected to be made up of proceeds of the Bond, and other available money of the City.

(c) *Debt Capacity.* The amount of indebtedness authorized by this ordinance is \$3,565,000. Based on the following facts, this amount is to be issued within the amount permitted to be issued by the City for general municipal purposes without a vote

- (1) The assessed valuation of the taxable property within the City as ascertained by the last preceding assessment for City purposes for collection in the calendar year 2013 is \$6,052,253,379.
- (2) As of the date of this ordinance, the City has limited tax general obligation indebtedness, consisting of bonds outstanding in the principal amount of \$20,830,000, which is incurred within the limit of up to 1½% of the value of the taxable property within the City permitted for general municipal purposes without a vote.
- (3) As of the date of this ordinance, the City has no unlimited tax general obligation indebtedness for capital purposes only for general municipal purposes or for City-owned water, artificial light, and sewers; and \$12,635,000 outstanding for capital purposes only for acquiring or developing open space, park facilities, and capital facilities associated with economic development. The indebtedness described in this paragraph has been incurred with the approval of the requisite proportion of the City's qualified voters at an election meeting the minimum turnout requirements, within the limit of up to 2½% of the value of the taxable property within the City for general municipal purposes (when combined with the outstanding limited tax general obligation indebtedness), 2½% for utility purposes and 2½% for open space, parks and economic development purposes.

(d) *The Bond.* For the purpose of providing the funds necessary to carry out the Project and to pay the costs of issuance and sale of the Bond, the City Council finds that it is in the best interests of the City and its taxpayers to issue and sell the Bond to the Purchaser, pursuant to the terms set forth in the Purchase Offer consistent with this ordinance.

Section 3. Authorization of Bond. The City is authorized to borrow money on the credit of the City and issue a negotiable limited tax general obligation bond evidencing indebtedness in the amount of \$3,565,000 to provide funds necessary to carry out the Project and to pay the costs of issuance and sale of the Bond. The proceeds of the Bond allocated to paying the cost of the Project shall be deposited as set forth in Section 8 of this ordinance and shall be

used to carry out the Project, or a portion of the Project, in such order of time as the City determines is advisable and practicable.

Section 4. Description of Bond. The Bond shall be issued as a single bond in the amount of \$3,565,000, shall be dated the Issue Date, shall bear interest from its date, shall be issued in fully registered form and shall be numbered R-1. The proceeds of the Bond, after payment of costs of issuance shall be deposited as set forth in Section 8 and shall be used to carry out the Project, or a portion of the Project, in such order of time as the City determines is advisable and practicable.

The Bond will bear interest at a fixed rate of 3.75% per annum, computed on the basis of a 360-day year consisting of twelve 30-day months. Interest on the Bond will be paid each June 1 and December 1, beginning June 1, 2014, to the Maturity Date or earlier prepayment of the Bond. Principal of the Bond will be due annually on each December 1, beginning December 1, 2014. A debt service schedule describing the installments of principal and interest on the Bond will be attached to the Bond form as Exhibit A. The final installment payment of principal of, redemption premium, if any, and interest on the Bond, whether on the Maturity Date or upon prepayment shall be in an amount equal to the remaining principal and interest due on the Bond.

Section 5. Bond Registrar; Registration and Transfer of Bond.

(a) *Registration of Bond.* The Bond shall be issued only in registered form as to both principal and interest and the ownership of the Bond shall be recorded on the Bond Register.

(b) *Bond Registrar; Duties.* The Fiscal Agent is appointed to act as Bond Registrar for the Bond. The Bond Registrar is authorized, on behalf of the City, to authenticate and deliver Bonds transferred or exchanged in accordance with the provisions of the Bonds and this ordinance, to serve as the City's paying agent for the Bonds and to carry out all of the Bond Registrar's powers and duties under this ordinance and the System of Registration. The Bond Registrar shall be responsible for its representations contained in the Bond Registrar's Certificate of Authentication on each Bond. The Bond Registrar may become an Owner with the same rights it would have if it were not the Bond Registrar and, to the extent permitted by law, may act as depository for and permit any of its officers or directors to act as members of, or in any other capacity with respect to, any committee formed to protect the rights of Owners.

(c) *Transfer and Exchange.* The Bond may be assigned or transferred only in whole to a qualified institutional buyer as defined in Rule 144A of the Securities Act of 1933, as amended.

(d) *Bond Register.* The Bond Registrar shall keep, or cause to be kept, sufficient books for the registration and transfer of the Bond, which shall be open to inspection by the City at all times. The Bond Registrar shall serve as the City's authenticating agent and registrar for the Bond and shall comply fully with all applicable federal and state laws and regulations respecting the carrying out of those duties. The Bond Registrar is authorized, on behalf of the City, to authenticate and deliver the Bond should it be transferred or exchanged in accordance with the provisions of the Bond and this ordinance, to serve as the City's paying agent for the

Bond and to carry out all of the Bond Registrar's powers and duties under this ordinance and the System of Registration.

Section 6. Form and Execution of Bond.

(a) *Form of Bond; Signatures and Seal.* The Bond shall be prepared in a form consistent with the provisions of this ordinance and State law. The Bond shall be signed by the Mayor and the City Clerk of the City, either or both of whose signatures may be manual or in facsimile, and the seal of the City or a facsimile reproduction thereof shall be impressed or printed thereon. If any officer whose manual or facsimile signature appears on the Bond ceases to be an officer of the City authorized to sign bonds before the Bond bearing his or her manual or facsimile signature is authenticated by the Bond Registrar, or issued or delivered by the City, the Bond nevertheless may be authenticated, issued and delivered and, when authenticated, issued and delivered, shall be as binding on the City as though that person had continued to be an officer of the City authorized to sign bonds. The Bond also may be signed on behalf of the City by any person who, on the actual date of signing of the Bond, is an officer of the City authorized to sign bonds, although he or she did not hold the required office on its Issue Date.

(b) *Authentication.* Only if the Bond bears a Certificate of Authentication in substantially the following form, manually signed by the Bond Registrar, shall it be valid or obligatory for any purpose or entitled to the benefits of this ordinance: "Certificate Of Authentication. This Bond is the fully registered City of Shoreline, Washington, Limited Tax General Obligation Bond, 2013." The authorized signing of a Certificate of Authentication shall be conclusive evidence that the Bond so authenticated has been duly executed, authenticated and delivered and is entitled to the benefits of this ordinance.

Section 7. Payment of Bond. Principal of, redemption premium, if any, and interest on the Bond shall be payable in lawful money of the United States of America. Principal of, redemption premium, if any, and interest on the Bond is payable by electronic transfer on the interest payment date, or by check or draft of the Bond Registrar mailed on the interest payment date to the Registered Owner at the address appearing on the Bond Register on the Record Date.

Section 8. Funds and Accounts; Deposit of Proceeds.

(a) *Bond Fund.* The Bond Fund is created as a special fund of the City for the sole purpose of paying principal of, redemption premium, if any, and interest on the Bond and other general obligation bonds of the City. Bond proceeds in excess of the amounts needed to pay the costs of the Project and the costs of issuance, if any, shall be deposited into the Bond Fund. All amounts allocated to the payment of the principal of, redemption premium, if any, and interest on the Bond shall be deposited in the Bond Fund as necessary for the timely payment of amounts due with respect to the Bond. The principal of, redemption premium, if any, and interest on the Bond shall be paid out of the Bond Fund. Until needed for that purpose, the City may invest money in the Bond Fund temporarily in any legal investment, and the investment earnings shall be retained in the Bond Fund and used for the purposes of that fund.

(b) *Project Fund.* The Project Fund has been previously created as a fund of the City for the purpose of paying the costs of the Project. Proceeds received from the sale and delivery of

the Bond shall be deposited into the Project Fund and used to pay the costs of the Project and costs of issuance of the Bond. Until needed to pay such costs, the City may invest those proceeds temporarily in any legal investment, and the investment earnings shall be retained in the Project Fund and used for the purposes of that fund, except that earnings subject to a federal tax or rebate requirement (if applicable) may be withdrawn from the Project Fund and used for those tax or rebate purposes.

Section 9. Prepayment Provision of Bond. The Bond shall be subject to optional prepayment, in whole on any date, with 30 days notice to Bank, from and after December 1, 2023, at a price of par, plus accrued interest to the date of prepayment.

Section 10. Special Optional Prepayment of Bond. The City shall have the option, on three separate occasions of its selection, with 30 days' notice to Bank, to prepay the Bond in part up to an aggregate of \$1,500,000 of the Bond at a price of 101% of the principal amount to be prepaid, plus accrued interest thereon to each prepayment date. After each such prepayment, the Bond shall be reamortized as to principal in inverse order of maturity and a revised Exhibit A to the Bond shall be prepared consistent with the terms of this ordinance, subject to approval by Bond Counsel and, approval by the Bank, and shall replace the previous Exhibit A to the Bond.

Section 11. Failure To Pay Bond. If the principal of the Bond is not paid when the Bond is properly presented at its maturity date or date fixed for prepayment, the City shall be obligated to pay interest on the Bond at the same rate provided in the Bond from and after its maturity or date fixed for prepayment until the Bond, both principal and interest, is paid in full or until sufficient money for its payment in full is on deposit in the Bond Fund, and the Bond has been called for payment by giving notice of that call to the Registered Owner.

Section 12. Pledge of Taxes. The Bond constitutes a general indebtedness of the City and is payable from tax revenues of the City and such other money as is lawfully available and pledged by the City for the payment of principal of, redemption premium, if any, and interest on the Bond. For as long as the Bond is outstanding, the City irrevocably pledges that it shall, in the manner provided by law within the constitutional and statutory limitations provided by law without the assent of the voters, include in its annual property tax levy amounts sufficient, together with other money that is lawfully available, to pay principal of, redemption premium, if any, and interest on the Bond as the same becomes due. The full faith, credit and resources of the City are pledged irrevocably for the prompt payment of the principal of, redemption premium, if any, and interest on the Bond and such pledge shall be enforceable in mandamus against the City.

Section 13. Tax Covenants.

(a) *Preservation of Tax Exemption for Interest on Bond.* The City covenants that it will take all actions necessary to prevent interest on the Bond from being included in gross income for federal income tax purposes, and it will neither take any action nor make or permit any use of proceeds of the Bond or other funds of the City treated as proceeds of the Bond that will cause interest on the Bond to be included in gross income for federal income tax purposes.

(b) *Post-Issuance Compliance.* The Finance Officer is authorized and directed to adopt and implement the City's written procedures to facilitate compliance by the City with the covenants in this ordinance and the applicable requirements of the Code that must be satisfied after the Issue Date to prevent interest on the Bond from being included in gross income for federal tax purposes.

(c) *Designation of Bond as a "Qualified Tax-Exempt Obligation."* The City designates the Bond as a "qualified tax-exempt obligation" for the purposes of Section 265(b)(3) of the Code, and makes the following findings and determinations:

(1) the Bond is not a "private activity bond" within the meaning of Section 141 of the Code;

(2) the reasonably anticipated amount of tax-exempt obligations (other than private activity bonds and other obligations not required to be included in such calculation) which the City and any entity subordinate to the City (including any entity that the City controls, that derives its authority to issue tax-exempt obligations from the City, or that issues tax-exempt obligations on behalf of the City) will issue during the calendar year in which the Bond is issued will not exceed \$10,000,000; and

(3) the amount of tax-exempt obligations, including the Bond, designated by the City as "qualified tax-exempt obligations" for the purposes of Section 265(b)(3) of the Code during the calendar year in which the Bond is issued does not exceed \$10,000,000.

Section 14. Refunding or Defeasance of the Bond. The City may issue refunding bonds pursuant to State law or use money available from any other lawful source to carry out a refunding or defeasance plan, which may include (a) paying when due the principal of, redemption premium, if any, and interest on the Bond (the "defeased Bond"); (b) redeeming the defeased Bond prior to its maturity in accordance with the redemption provisions set forth herein; and (c) paying the costs of the refunding or defeasance. If the City sets aside in a special trust fund or escrow account irrevocably pledged to that redemption or defeasance (the "trust account"), money and/or Government Obligations maturing at a time or times and bearing interest in amounts sufficient to redeem, refund or defease the defeased Bond in accordance with its terms, then all right and interest of the Owner of the defeased Bond in the covenants of this ordinance and in the funds and accounts obligated to the payment of the defeased Bond shall cease and become void. Thereafter, the Owner of the defeased Bond shall have the right to receive payment of the principal of, redemption premium, if any, and interest on the defeased Bond solely from the trust account and the defeased Bond shall be deemed no longer outstanding. In that event, the City may apply money remaining in any fund or account (other than the trust account) established for the payment or redemption of the defeased Bond to any lawful purpose.

Unless otherwise specified by the City in a refunding or defeasance plan, notice of refunding or defeasance shall be given, and the defeasance shall be conducted, in the manner prescribed in this ordinance for the redemption of the Bond.

Section 15. Sale and Delivery of the Bond.

(a) *Approval of Purchase Offer; Delivery of Bond.* The Bank has submitted a proposal to purchase the Bond from the City under the terms and conditions of the Purchase Offer. The City Council finds that accepting the Purchase Offer is in the City's best interest and therefore accepts the Purchase Offer. There will be no loan fee due to the Bank. The City will be responsible for all other costs of issuance of the Bond. At the discretion of the Finance Officer, the amount of Bond Counsel's fee, Financial Advisor's fee and other costs of issuance may be withheld from the Bond proceeds and wire transferred on behalf of the City at closing.

(b) *Preparation, Execution and Delivery of the Bond.* The Bond will be prepared at City expense and will be delivered to the Purchaser in accordance with the Purchase Offer, together with the approving legal opinion of Bond Counsel regarding the Bond.

Section 16. General Authorization and Ratification. The Finance Officer and other appropriate officers of the City are severally authorized to take such actions and to execute such documents as in their judgment may be necessary or desirable to carry out the transactions contemplated in connection with this ordinance, and to do everything necessary for the prompt delivery of the Bond to the Purchaser and for the proper application, use and investment of the proceeds of the Bond. All actions taken prior to the effective date of this ordinance in furtherance of the purposes described in this ordinance and not inconsistent with the terms of this ordinance are ratified and confirmed in all respects.

Section 17. Severability. The provisions of this ordinance are declared to be separate and severable. If a court of competent jurisdiction, all appeals having been exhausted or all appeal periods having run, finds any provision of this ordinance to be invalid or unenforceable as to any person or circumstance, such offending provision shall, if feasible, be deemed to be modified to be within the limits of enforceability or validity. However, if the offending provision cannot be so modified, it shall be null and void with respect to the particular person or circumstance, and all other provisions of this ordinance in all other respects, and the offending provision with respect to all other persons and all other circumstances, shall remain valid and enforceable.

Section 18. Effective Date of Ordinance. This ordinance shall take effect and be in force from and after its passage and five days following its publication as required by law.

PASSED by the City Council of the City of Shoreline, Washington, at an open public meeting thereof, this 12th day of August, 2013, and signed in authentication of its passage this 12th day of August, 2013.

Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM:

Bond Counsel

CERTIFICATION

I, the undersigned, City Clerk of the City of Shoreline, Washington (the "City"), hereby certify as follows:

1. The attached copy of Ordinance No. 670 (the "Ordinance") is a full, true and correct copy of an ordinance duly passed at a regular meeting of the City Council of the City held at the regular meeting place thereof on August 12, 2013, as that ordinance appears on the minute book of the City.

2. The Ordinance will be in full force and effect five days after publication in the City's official newspaper, which publication date will be August 15, 2013.

3. A quorum of the members of the City Council was present throughout the meeting and a majority of the members voted in the proper manner for the passage of the Ordinance.

Dated: August 12, 2013.

CITY OF SHORELINE, WASHINGTON

Scott Passey, City Clerk



The PFM Group

Public Financial Management, Inc.
PFM Asset Management LLC
PFM Advisors

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www.pfm.com

Attachement B

August 8, 2013

Memorandum

To: Robert Hartwig, *City of Shoreline*
From: Roan Blacker, *Public Financial Management, Inc.*
Re: **Financing Update for City of Shoreline, LTGO Bond 2013**

This memorandum is designed to provide the City of Shoreline (the “City”) an update to the development of its financing for the Brugger’s Bog maintenance facility project. In our initial letter to the City dated July 1, 2013, PFM provided an analysis that reflected how a 20-year level debt financing executed through a direct purchase could be more advantageous than a public bond sale or using the State’s LOCAL program. After reviewing the direct purchaser programs of tax-exempt debt available to issuers in the State of Washington, Capital One Funding, LLC (“Capital One”) was the only proven candidate that would combine a fixed-rate long term maturity with the advantageous prepayment flexibility sought by the City. Moreover, Capital One has proposed a fixed rate of 3.75% that they will hold until a funding on August 21. As rates have continued to rise these recent weeks, this offer is looking even more attractive. Also, due to the latest City Council meeting in August (August 12th) and the first City Council meeting in September (September 9th) a public sale would not be able to be executed until mid-September. And, the next State LOCAL program available to the City is not until next February. The ability to lock into the direct purchase rate in the upcoming weeks is very advantageous within an increasing market rate environment.

The size of the 2013 financing is \$3,565,000 and the final maturity in approximately 20 years is December 1, 2033. The new bonds are structured similar to the City’s other outstanding bonds with the same semiannual interest payments and annual principal payments. The closing is scheduled to occur on Wednesday, August 21 with an initial interest payment on June 1, 2014, an initial principal payment on December 1, 2014, and a final maturity on December 1, 2033. The City will have the right to call all bonds outstanding at a price of 100% on and after December 1, 2023 (an approximate 10-year call). Additionally, the City will have the right to redeem up to an aggregate amount of \$1,500,000 at any time in no more than three separate redemptions at a price of 101%. This special redemption provision was specifically negotiated by the City for the ability to apply the anticipated sale proceeds from three of the City’s properties involved in the Aurora Corridor Project. The bonds are structured to generate approximately \$3,566,119 of proceeds for the Brugger’s Bog project and a summary listing of the transaction’s sources and uses are listed below.

Summary Sources and Uses

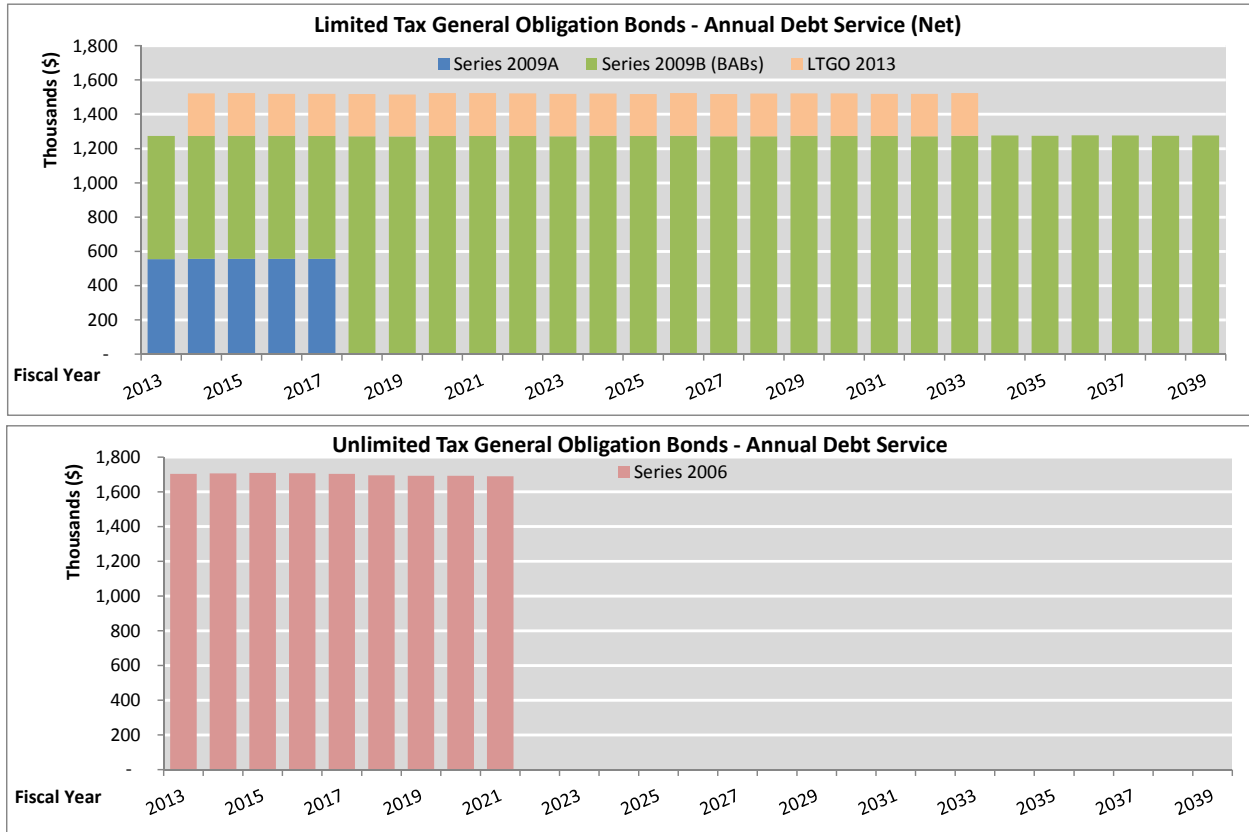
Sources:	LTGO Bond, 2013	\$3,565,000
	General Capital Fund	<u>25,000</u>
		\$3,590,000
Uses:	Brugger’s Bog Project	\$3,566,119
	Transaction Costs	<u>23,881</u>
		\$3,590,000

The LTGO 2013 bond is structured to bear relatively level fiscal year debt service payments of approximately \$260,000 from fiscal year 2014 through 2033. Attached is a debt service schedule reflecting \$3,565,000 of principal payments and approximately \$1,615,000 of interest payments over the next 20 years. Charts



reflecting the City's existing LTGO and UTGO fiscal year debt service payments with the new issuance are provided below.

City of Shoreline Debt Service



Because the City's LTGO 2013 Bond will not be sold through a public bond sale, the City will not be required to prepare a preliminary or final official statement. However, reporting the bond issuance and its ongoing impact on the City's financials will be required as it affects the City's overall indebtedness.

The issuance of the City's LTGO 2013 Bond will keep it well within the State's statutory debt limits. Based upon the City's 2013 assessed valuation, the City will maintain over 70% of its unused capacity of issuing non-voted debt, and over 80% of its unused capacity for total general purpose debt. Attached is a Washington State statutory debt limit calculation worksheet that reflects the relative minimal impact on the City's bond capacity.

Public Financial Management is pleased to be working with the City on this transaction. Please do not hesitate to call me or my colleague Fred Eoff if you have any questions or comments related to this memorandum and accompanying information. Our direct phone numbers and emails are provided below.

Roan Blacker, Senior Managing Consultant
(206) 858-5361
blackerr@pfm.com

Fred Eoff, Senior Managing Consultant
(206) 858-5370
eofff@pfm.com

City of Shoreline, Washington
 \$3,565,000 - Limited Tax General Obligation Bond, 2013

DIRECT PURCHASE

261,000.00 max
 256,062.50 min
 258,978.65 average

AMORTIZATION SCHEDULE

	Date	Outstanding	Principal	3.75% Interest	Debt Service	Annualized Debt Service
0.	8/21/2013	3,565,000				
1.	6/1/2014	3,565,000		103,979.17	103,979.17	
2.	12/1/2014	3,475,000	90,000	66,843.75	156,843.75	260,822.92
3.	6/1/2015	3,475,000	-	65,156.25	65,156.25	
4.	12/1/2015	3,345,000	130,000	65,156.25	195,156.25	260,312.50
5.	6/1/2016	3,345,000	-	62,718.75	62,718.75	
6.	12/1/2016	3,210,000	135,000	62,718.75	197,718.75	260,437.50
7.	6/1/2017	3,210,000	-	60,187.50	60,187.50	
8.	12/1/2017	3,070,000	140,000	60,187.50	200,187.50	260,375.00
9.	6/1/2018	3,070,000	-	57,562.50	57,562.50	
10.	12/1/2018	2,925,000	145,000	57,562.50	202,562.50	260,125.00
11.	6/1/2019	2,925,000	-	54,843.75	54,843.75	
12.	12/1/2019	2,775,000	150,000	54,843.75	204,843.75	259,687.50
13.	6/1/2020	2,775,000	-	52,031.25	52,031.25	
14.	12/1/2020	2,620,000	155,000	52,031.25	207,031.25	259,062.50
15.	6/1/2021	2,620,000	-	49,125.00	49,125.00	
16.	12/1/2021	2,460,000	160,000	49,125.00	209,125.00	258,250.00
17.	6/1/2022	2,460,000	-	46,125.00	46,125.00	
18.	12/1/2022	2,295,000	165,000	46,125.00	211,125.00	257,250.00
19.	6/1/2023	2,295,000	-	43,031.25	43,031.25	
20.	12/1/2023	2,125,000	170,000	43,031.25	213,031.25	256,062.50
21.	6/1/2024	2,125,000	-	39,843.75	39,843.75	
22.	12/1/2024	1,945,000	180,000	39,843.75	219,843.75	259,687.50
23.	6/1/2025	1,945,000	-	36,468.75	36,468.75	
24.	12/1/2025	1,760,000	185,000	36,468.75	221,468.75	257,937.50
25.	6/1/2026	1,760,000	-	33,000.00	33,000.00	
26.	12/1/2026	1,565,000	195,000	33,000.00	228,000.00	261,000.00
27.	6/1/2027	1,565,000	-	29,343.75	29,343.75	
28.	12/1/2027	1,365,000	200,000	29,343.75	229,343.75	258,687.50
29.	6/1/2028	1,365,000	-	25,593.75	25,593.75	
30.	12/1/2028	1,160,000	205,000	25,593.75	230,593.75	256,187.50
31.	6/1/2029	1,160,000	-	21,750.00	21,750.00	
32.	12/1/2029	945,000	215,000	21,750.00	236,750.00	258,500.00
33.	6/1/2030	945,000	-	17,718.75	17,718.75	
34.	12/1/2030	720,000	225,000	17,718.75	242,718.75	260,437.50
35.	6/1/2031	720,000	-	13,500.00	13,500.00	
36.	12/1/2031	490,000	230,000	13,500.00	243,500.00	257,000.00
37.	6/1/2032	490,000	-	9,187.50	9,187.50	
38.	12/1/2032	250,000	240,000	9,187.50	249,187.50	258,375.00
39.	6/1/2033	250,000	-	4,687.50	4,687.50	
40.	12/1/2033	-	250,000	4,687.50	254,687.50	259,375.00
			3,565,000	1,614,572.92	5,179,572.92	5,179,572.92

**STATUTORY DEBT LIMIT CALCULATION FOR THE CITY
(as of August 8, 2013)**

**Before and After Issuance of the
\$3,565,000 - Limited Tax General Obligation Bond, 2013**

2012 Assessed Valuation ("AV") for Collection Year 2013 *	\$ 6,052,253,379	\$ 6,052,253,379
Non-Voted Debt Capacity	Pre Issuance	Includes Bonds
Non-Voted Debt Capacity (1.5% of AV)	\$ 90,783,801	\$ 90,783,800.7
Less: Non-Voted Debt Outstanding	20,830,000	24,395,000
Remaining Non-voted General Obligation Debt Capacity	\$ 69,953,801 77%	\$ 66,388,801 73%
Total Debt Capacity for General Purposes		
Non-voted and Voted Debt Capacity (2.5% of AV)	\$ 151,306,334	\$ 151,306,334
Less: Voted Debt Outstanding	-	-
Less: Non-Voted Debt Outstanding	20,830,000	24,395,000
Remaining Debt Capacity for General Purposes	\$ 130,476,334 86%	\$ 126,911,334 84%
Utility Purposes		
Voted Debt Capacity (2.5% of AV)	\$ 151,306,334	\$ 151,306,334
Less: Voted Bonds Outstanding	-	-
Remaining Debt Capacity for General Purposes	\$ 151,306,334 100%	\$ 151,306,334 100%
Parks and Open Space and Economic Development Purposes		
Voted Debt Capacity (2.5% of AV)	\$ 151,306,334	\$ 151,306,334
Less: Voted Bonds Outstanding	12,635,000	12,635,000
Remaining Debt Capacity for General Purposes	\$ 138,671,334 92%	\$ 138,671,334 92%

* Regular levy used for limited bonds provided by the King County Assessor on July 24, 2013

City of Shoreline, Washington
 Limited Tax General Obligation Bond, 2013

DIRECT PURCHASE

Sources:	Bonds	3,565,000
	General Capital Fund	<u>25,000</u>
		3,590,000

Uses:	Project	3,566,119
	COI	<u>23,881</u>
		3,590,000

Project Costs:

site acquisition	2,898,622
site improvements	533,000
project admin.	125,000
real estate costs	<u>9,497</u>
	3,566,119

Costs of Issuance:

bond counsel	14,400
financial advisor	9,300
rounding	<u>181</u>
	23,881

City of Shoreline, Washington
 Limited Tax General Obligation Bond, 2013

DIRECT PURCHASE

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	Date	Outstanding	Principal	3.75% Interest	Debt Service	Annualized Debt Service
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			3,565,000	1,614,572.92	5,179,572.92	5,179,572.92

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Review Draft Comments on Light Rail Draft Environmental Impact Statement
DEPARTMENT:	Public Works
PRESENTED BY:	Kirk McKinley, Transportation Services Manager Alicia McIntire, Senior Transportation Planner
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion

PROBLEM/ISSUE STATEMENT:

Sound Transit is currently in the process of planning and design of the Lynnwood Link light rail extension north of Northgate. The light rail line will travel along I-5 and include two stops in Shoreline. Light rail represents a significant change to transit service in Shoreline. The City has been extensively engaged in Sound Transit’s planning, environmental and public outreach processes to determine the alignment and station locations.

Sound Transit has released the Draft Environmental Impact Statement (DEIS) for the Lynnwood Link Extension. The DEIS identifies and evaluates the impacts of several different alignments for the project, including six possible options in King County. The alignment through Shoreline is along the east side of I-5 and includes elevated and at-grade options. Potential station locations in Shoreline include NE 145th Street, NE 155th Street and NE 185th Street. The DEIS examines the impacts associated with several topics including transportation, land use, noise, visual and acquisitions. Review of the DEIS includes a 60 day public comment period that ends on September 23, 2013. Sound Transit is requesting Council input on the alignment options and station locations examined in the DEIS, as well as the identified potential impacts and possible mitigation.

The DEIS does not include a recommended alternative for the project. The Sound Transit Board is scheduled to identify the Preferred Alternative for the project in October. The Preferred Alternative will be carried through the Final Environmental Impact Statement (FEIS). The FEIS will identify appropriate mitigation for the station areas. The FEIS is scheduled to be released in late 2014.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact associated with tonight’s discussion. There is no significant financial impact to the City associated with this process, as it is being managed and funded by Sound Transit. The City has been and will continue to participate throughout the EIS process by providing technical and policy direction. Staff has reviewed Sound Transit’s DEIS and will participate in the development of the Final EIS (FEIS), including

identification of appropriate mitigation for the station areas. This will require continued dedication of City staff resources. Upon completion of the EIS process and determination of the final alignment and station locations in 2014/2015, the City, along with Sound Transit will need to engage the community in site specific planning for the selected station locations.

RECOMMENDATION

No formal action is required by Council this evening. Sound Transit is requesting Council input on the alignment options and station locations examined in the DEIS, as well as the identified potential impacts and possible mitigation. The Sound Transit Board will use the information developed in the DEIS, Council's input, as well as feedback received from other jurisdictions and the public, to develop a Preferred Alternative that will be carried through the FEIS process. Staff is seeking direction from Council regarding development of DEIS comments and recommendations for the alignment, stations and mitigation. Council direction will be important to staff as the FEIS is developed and staff advocates for the appropriate mitigation for this project. Council is scheduled to finalize their recommendations to the Sound Transit Board on September 9.

Approved By: City Manager **CM** City Attorney **IS**

BACKGROUND

Sound Transit is currently in the process of planning and design of the Lynnwood Link light rail extension north of Northgate. The light rail line will travel along I-5 and include two stops in Shoreline. Light rail represents a significant change to transit service in Shoreline. The City has been extensively engaged in Sound Transit's planning, environmental and public outreach processes to date to determine the alignment and station locations currently under consideration.

Sound Transit staff presented the findings in the DEIS to Council on July 29, 2013. A description of the alternatives under consideration is included in the staff report for that presentation which can be found at

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2013/staffreport072913-9a.pdf>. The DEIS can be found at <http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension/Lynnwood-Link-Document-Archive/Lynnwood-Draft-Environmental-Impact-Statement>.

DISCUSSION

As outlined in the July 29 staff report, there are several issues of concern for the City associated with the alignment and station locations selected for light rail. Because the alternatives included in the DEIS were developed to identify the range of design options, they have several components that can be combined in ways beyond those specifically packaged in the DEIS. This staff report focuses on staff's comments for each individual station, the overall alignment and system-wide improvements that are important regardless of the alternative selected. This report includes staff comments about the NE 155th Street station, even though it has not been identified as a preferred station location by Council. Should the Sound Transit Board select 155th Street as a station, the City will need to be prepared to discuss mitigation for impacts at this location.

At the time of this report, staff had very little opportunity to review the content of the DEIS in great detail and thus these comments are a reaction to staff's preliminary review. Staff anticipates preparing a more detailed analysis and set of recommendations for Council for the September 9 meeting.

NE 145th Street Station

Description of options

- An elevated station (no at-grade alternatives).
- A parking structure with 500 or 650 spaces. The alternative that considers a 650 space structure is paired with a station at 130th Street, for which there is no parking provided.
- Two station options (See Attachment A)
 1. A station that straddles the existing northbound on-ramp, with a parking garage in the approximate location of the existing park and ride lot.
 2. A station that is located just north of the overpass, primarily in the vegetated area between the bridge and the northbound on-ramp. The on-

ramp would be relocated further north and the parking structure would be located directly east of the station.

- The transit-only northbound off-ramp will no longer be utilized at this location.

Issues of concern

- Improved pedestrian facilities: The sidewalks on NE 145th Street that would serve the station are substandard, do not meet ADA requirements and often contain barriers to travel, such as telephone poles and mailboxes. The pedestrian environment crossing the I-5 overpass is also uncomfortable, with narrow sidewalks and no buffer between pedestrians and vehicles. In order to facilitate pedestrian access to the station, sidewalks need to be reconstructed on both sides of the street and across the overpass.
- Transit patron safety: Bus service to the station will be critical to provide an option for those who cannot or do not wish to drive in order to access light rail. Depending upon how buses are routed to serve the station, there needs to be safe facilities for riders boarding and deboarding buses and crossing streets, where necessary. This will be of particular importance if all bus stops are located on-street rather than within the station area.
- Bicycle safety: It is unlikely that significant bicycle improvements will be installed on 145th Street in conjunction with the station development. However, bicyclists are likely to access the station via 5th Avenue NE, as bicycle lanes currently exist on NE 155th Street (and will be extended east to 15th Avenue NE by the City in 2014). Improvements on 5th Avenue NE and other routes bicyclists will use to access the station (such as Meridian Avenue N) should be installed. The conflicts between bicyclists and buses should also be minimized.
- Traffic flow and interchange improvements: N/NE 145th Street and the interchange are currently congested during the peak periods. It is anticipated that traffic volumes will increase with the presence of the light rail station (as well as general growth and toll diversion) and buses will have a difficult time navigating through the congestion. Improvements that help relieve this congestion will be required.
- Thornton Creek protection: Sound Transit has designed all of the alternatives at NE 145th Street to be elevated in part to minimize impacts to Thornton Creek. Measures should be taken during construction to ensure the creek is not impacted.
- Property access rights: Currently, properties near the northbound on-ramp have federal/state access limitations on their property. The relocation of the on-ramp would impact additional properties that did not previously have these restrictions. Restrictions on the redevelopment potential of properties near the station could hinder creation of transit oriented development.

NE 185th Street Station

Note: To minimize confusion, the DEIS names 5th Avenue NE when referring to the segment on the west side of the freeway, north of NE 185th Street and names 7th Avenue NE when referring to the segment on the east side of the freeway, south of NE 185th Street. This staff report follows this nomenclature. (The eastern segment is often referred to as 5th Avenue NE by staff and residents, since it begins as 5th Avenue NE at NE 175th Street. However due to the curve to avoid the freeway, it is immediately across

the street from 7th Avenue NE once it intersects with NE 185th Street and is 7th Avenue NE at this location). In all of the alternatives, 7th Avenue NE north of NE 185th Street is acquired and utilized for the station.

Description of options

- Elevated and at-grade stations. All alternatives locate the station on the east side of I-5, just north of the NE 185th Street bridge.
- A parking structure with 500 spaces or surface lot with 350 spaces. Options are presented for parking structures on the west or east side of I-5.
- One of the at-grade station designs will require reconstruction of the NE 185th Street bridge. The alternative that includes bridge reconstruction (A-1) also includes location of the parking structure on the west side of I-5. However, the bridge reconstruction is associated with impacts to the eastern bridge abutment, not the parking structure location.
- Three station options (See Attachment A)
 1. An at-grade station with a 500 car parking structure on the west side of the freeway. This alternative would require the realignment of 5th Ave NE adjacent to the Shoreline Center and realignment of 7th Ave NE on the south side of NE 185th Street. The garage is located primarily within the I-5 right-of-way. Due to the topography, the parking structure would be only one or two stories above grade adjacent to 5th Avenue NE and NE 185th Street. The remainder of the structure would be downhill from 5th Avenue NE.
 2. An elevated station with a 500 car parking garage to the east of the station.
 3. An at-grade station that crosses under the NE 185th Street bridge with two surface parking lots, one of which would be on the Seattle City Light right of way. The two lots would have 350 spaces. This alternative would require the realignment of 7th Ave NE on the south side of NE 185th Street.

Issues of concern

- Improved pedestrian facilities: Sidewalks already existing in much of the area around the station location. These sidewalks need to be adequate for anticipated pedestrian volumes. Existing sidewalks may need to be upgraded and new sidewalks constructed. Should the parking structure be located on the west side of the freeway, pedestrian facilities that cross the freeway must be safe, comfortable and provide weather protection. This may come in the form of significant improvements to or reconstruction of the NE 185th Street bridge or construction of a separate pedestrian overcrossing from the parking structure across I-5 to the station. Improved pedestrian facilities for riders coming from North City and east of the station will be needed on NE 180th Street, 10th Avenue NE and NE 185th Street.
- Upgrades to the NE 185th Street bridge: The NE 185th Street bridge will need improvements to accommodate pedestrians, bicycles, buses and vehicles. One of the at-grade station alternatives anticipates total reconstruction of the NE 185th Street bridge, as it will impact the bridge abutment on the east side of I-5.
- Transit facilities and patron safety: As with the NE 145th Station, bus service will be critical to provide an option for those who cannot or do not wish to drive in

order to access light rail. The NE 185th Station is likely to serve as more of a transit center, with Community Transit likely to terminate their Swift BRT service at the NE 185th Street station. The bus facilities at this station are likely to be off-street and need to be adequate to provide ample space for the various routes serving it. Additionally, there needs to be safe facilities for riders boarding and deboarding buses and crossing streets, where necessary.

- Bicycle safety: N/NE 185th Street currently has bicycle lanes from Midvale Avenue N to 1st Avenue NE (The bicycle lanes will be continued to 10th Avenue NE this summer) and would be one of the primary bicycle routes serving the station. Bicyclists are likely to access NE 185th Street and the station via 1st Avenue NE, 5th Avenue NE and 7th Avenue NE. Bicyclists coming from North City and east of the station are likely to travel on NE 180th Street, 10th Avenue NE and NE 185th Street. Improvements on these and other routes bicyclists will use to access the station should be installed. The conflicts between bicyclists and buses should also be minimized.
- Visual impacts: The visual impacts of an elevated station or at-grade station are quite different, as are the impacts of a parking structure on the west or east side of the freeway. Because of the grade difference between I-5 and 5th Avenue NE on the west side of the freeway, approximately half of the parking structure on the west side would be below the level of 5th Avenue NE (include photo simulations). The visual impact of this is significantly less than a structure or surface lot on the east side. Similarly, an at-grade alignment that goes under the NE 185th Street bridge is much less visible than an elevated alignment that would go over NE 185th Street.
- Roadway improvements/reconstruction: The at-grade alternatives and the option for a parking structure on the west side of the freeway will require reconstruction of portions of 7th Avenue NE south of NE 185th Street and 5th Avenue NE on the west side of the freeway. Any roadway improvements will need to be in compliance with the City's road standards, including installation of bicycle and pedestrian facilities. In order to provide for the greatest nonmotorized transportation opportunities, the improvements should extend as far as possible to help create continuous systems, such as improvements on 7th Avenue NE from NE 175th Street to NE 185th Street.

NE 155th Street Station

Once again, this section is included in case the Sound Transit Board selects 155th Street as a station.

Description of option

- One station option (See Attachment A)
 - An elevated station located mostly south of NE 155th Street. The northern portion of the station crosses NE 155th Street.
 - A parking structure with 500 spaces located just east of the fire station.

Issues of concern

- Improved pedestrian facilities: The sidewalks on NE 155th Street that would serve the station would need to be upgraded. In locations where they do not exist, such as 1st Avenue NE, they would need to be constructed. The pedestrian

environment crossing under the freeway is uncomfortable as it is dark with narrow sidewalks. In order to facilitate pedestrian access to the station, pedestrian facilities will need upgrades. Any walkways from the parking structure to the station must be safe, comfortable and provide weather protection.

- Transit patron safety: As with the other two stations, bus service will be critical to provide an option for those who cannot or do not wish to drive in order to access light rail. Depending upon how buses are routed to serve the station, there needs to be safe facilities for riders boarding and deboarding buses and crossing streets, where necessary. This will be of particular importance if all bus stops are located on-street rather than within the station area.
- Traffic, transit and bicycle volumes: A light rail station at this location will result in significant increases to traffic volumes over what currently exists. Additionally, transit and bicycle traffic will increase. Improvements to ensure safety for all users will be required.
- Bicycle safety: N/NE 155th Street currently has bicycle lanes from Midvale Avenue N to 5th Avenue NE (and will be extended east to 15th Avenue NE by the City in 2014) and would be one of the primary bicycle routes serving the station. Bicyclists are likely to access NE 155th Street and the station via 1st Avenue NE, 5th Avenue NE and Meridian Avenue N. Improvements on these and other routes bicyclists will use to access the station should be installed. The conflicts between bicyclists and buses should also be minimized.
- Fire Station Access: A station at 155th Street may interfere with the existing Fire Station just east of I-5 and therefore may negatively impact response times due to increased bus and vehicle traffic the station would generate. Depending on the specific design of the rail line itself and/or the station and the subsequent increase in traffic, the fire department may have to consider moving the facility all together.

Alignment

Description of options

- All alternatives include some combination of elevated and at grade
- The line is elevated across NE 145th Street, NE 155th Street, NE 175th Street and from approximately NE 198th Street to the county line in all alternatives.
- The line is at-grade from NE 149th Street to NE 154th Street and from NE 157th Street to NE 174th Street in all alternatives.
- The remaining segments are either elevated or at-grade in the various alternatives.

Issues of concern

- An elevated alignment is more expensive than one constructed at-grade.
- The visual and noise impacts associated with an at-grade alignment are less than those associated with an elevated line.
- The property acquisition and residential displacement impacts are greater with an at-grade alignment as more property is needed than for an elevated alignment.
- All elevated sections of the alignment need to be designed in a manner that does not impede any future modifications to the interchanges at NE 145th Street, NE 175th Street and NE 205th Street.

Systemwide Issues and Improvements

- Bus service: Improved bus service that feeds each station will be imperative. Although the specific number of routes and frequency of service is not known at this time, the stations need to be designed to handle the maximum bus service that is forecast to serve them. Because light rail will so fundamentally change bus service in Shoreline, a comprehensive evaluation of all transit service in the City is needed to ensure that the stations have adequate bus facilities, other facilities in the City are adequately served and that feeder service to the stations is serving all neighborhoods in Shoreline. As part of Shoreline's station area planning process this and next year, the City will identify policies addressing future transit needs throughout Shoreline once light rail service begins. This process will identify levels of service and areas the City wants to see served when future service changes are implemented. This will be a coordinated process with Metro, Community Transit and Sound Transit that looks at their current policies for service distribution and redistribution of service hours in conjunction with commencement of light rail service. The expected outcome will be an agreement with Metro, Community Transit and Sound Transit on policies that will direct future transit service integration.
- Traffic impacts: For each station, there will be impacts to nearby intersections that need to be mitigated. The specific improvements will be designed in coordination with the City's traffic engineer to ensure they meet the City's operational standards. Additionally, cut-through traffic on local streets is likely. Measures that are designed to prevent or minimize this cut-through traffic will be required. Finally, any impacts to the roadway network that modify streets need to maintain the existing street grid and not result in new dead end streets.
- Roadway overlays: Streets serving the stations will experience additional traffic and more buses will utilize them. The additional vehicle use and the added weight of more buses will cause damage to City roads and cause them to deteriorate more quickly. An assessment of the pavement condition for roads serving the station should be performed to determine if overlay work is likely to be needed to support the additional volumes.
- NE 195th Street Bridge: All of the alternatives will require demolition and reconstruction of the NE 195th Street pedestrian and bicycle bridge. Reconstruction of the bridge should include: improvements to the approaches that remove the existing bollards and improve accessibility; connections to 5th Avenue NE on the west side and a connection through the school through the park on the east side (within the I-5 right-of-way); improved lighting; protection for users; and graffiti proof materials. The bridge may be a location where Sound Transit is able to install art. Finally, the bridge should be wide enough to provide access for emergency or maintenance vehicles. Should the NE 185th Street bridge also need to be replaced, the construction on both bridges should be staggered so as to minimize detours and inconvenience to pedestrians and bicyclists.
- Noise and vibration: All noise and vibration impacts associated with operations must be fully mitigated. Noise from construction, including night work, must be mitigated to the fullest extent possible.

- Cost: The different alternatives were to identify a variety of design options but do not necessarily show the full range of project costs. The options presented could be combined in a manner in which the costs exceed those presented in the DEIS. The options are selected by the Sound Transit Board need to include two light rail stations in Shoreline. Should funding be available, a third station in King County is acceptable, however, the quality of the stations and passenger facilities in Shoreline should not be compromised in order to fund the third station.
- Bicycle connections: In areas where there is connected surplus right-of-way that cannot be utilized for redevelopment purposes, separated bicycle facilities (such as a path adjacent to I-5) should be constructed to facilitate bicycle travel to the stations.
- Park impacts: The alignment is going to impact a portion of Ridgecrest Park. Some land on the west side will be acquired for the rail line. Because the park property was purchased with Forward Thrust funding, a like amount of park space will need to be provided to the City by Sound Transit. The replacement park space does not have to be adjacent to Ridgecrest Park.

Initial Staff Conclusions

Using previous Council direction (Scoping comments, Guiding Principles, Transportation Master Plan, Comprehensive Plan), staff offers the following conclusions:

- NE 145th Street station: The option that relocates the northbound on-ramp provides for a more compact station and parking structure layout, shortening walking distances for riders that park vehicles and in the garage. This also provides more flexibility in developing areas for bus service.
- NE 185th Street station: An at-grade station with a parking structure on the west side of I-5 will minimize the visual and noise impacts. The required improvements to 5th Avenue NE that will accompany the parking structure development will include new sidewalks and bicycle lanes, per the City's adopted plans for this street segment. Reconstruction of the bridge will present the greatest opportunity to improve facilities for all users – bicyclists, pedestrians, bus riders and drivers.
- Because an at-grade alignment is less expensive and has fewer visual and noise impacts, the line should be at-grade as much as possible.
- The issues identified above for each station, the alignment and system-wide will need to be appropriately mitigated.

Staff plans to return to Council with a more refined recommendation, including suggestions for mitigation, at the September 9 meeting.

STAKEHOLDER OUTREACH

Sound Transit has managed the public outreach for the EIS process. Three public meetings, as well as one agency meeting, were held in October 2011 for the EIS scoping process, including one at the Shoreline Conference Center which was attended by about 100 people.

As part of the scoping process, Sound Transit requested comments from the public and agencies identifying the issues they should address in the EIS process. The City of Shoreline submitted a scoping comment letter identifying several issues the City wanted to see addressed in the EIS.

Throughout October 2011, the City went through a process to develop guiding principles to assist Council in identifying a preferred light rail alignment. Staff was present at the EIS scoping meeting in Shoreline as part of the public outreach associated with developing the guiding principles. These principles were approved by Council on October 24, 2011 and the I-5 alignment was identified as the City's preferred alignment on November 14, 2011. The Sound Transit Board identified I-5 as the light rail alignment in December.

As part of the screening process, Sound Transit staff held a series of "drop in" sessions in March 2012, including three in the City of Shoreline. These meetings provided the public with an opportunity to learn where the light rail route could be located along I-5, see where stations are being considered and ask questions of project staff. Sound Transit staff provided Council with an update on the DEIS process on April 2, 2012. Council sent a letter to Sound Transit in April 2012 identifying NE 145th Street and NE 185th Street as the preferred station locations.

In an effort to further promote awareness of the Lynnwood Link Extension, Sound Transit, along with City staff, was present at several summer 2012 events in Shoreline including Swingin' Summer Eve, Celebrate Shoreline and a Farmers' Market. Sound Transit has given presentations to several neighborhood associations including Echo Lake, Meridian, North City, Briarcrest, Ridgecrest, Ballinger, Highland Terrace, Richmond Highlands and the Council of Neighborhoods and participated in the City's May 22, 2013 open house that kicked off station area planning efforts. Sound Transit staff also shared a booth with Shoreline staff at Swingin' Summer Eve on July 24, 2013.

Sound Transit staff presented the findings of the DEIS to Council on July 29, 2013.

Sound Transit will host four open houses/public hearings, including one in Shoreline on August 22, 2013. Staff from Sound Transit will be available to answer questions and receive public input. Interested parties can also provide individual testimony directly to a court reporter.

COUNCIL GOAL(S) ADDRESSED

This project addresses Council Goal 3: Prepare for Two Light Rail Stations.

RESOURCE/FINANCIAL IMPACT

There is no financial impact associated with tonight's discussion. There is no significant financial impact to the City associated with this process, as it is being managed and funded by Sound Transit. The City has been and will continue to participate throughout the EIS process by providing technical and policy direction. Staff has reviewed Sound Transit's DEIS and will participate in the development of the Final EIS (FEIS), including identification of appropriate mitigation for the station areas. This will require continued

dedication of City staff resources. Upon completion of the EIS process and determination of the final alignment and station locations in 2014/2015, the City, along with Sound Transit will need to engage the community in site specific planning for the selected station locations.

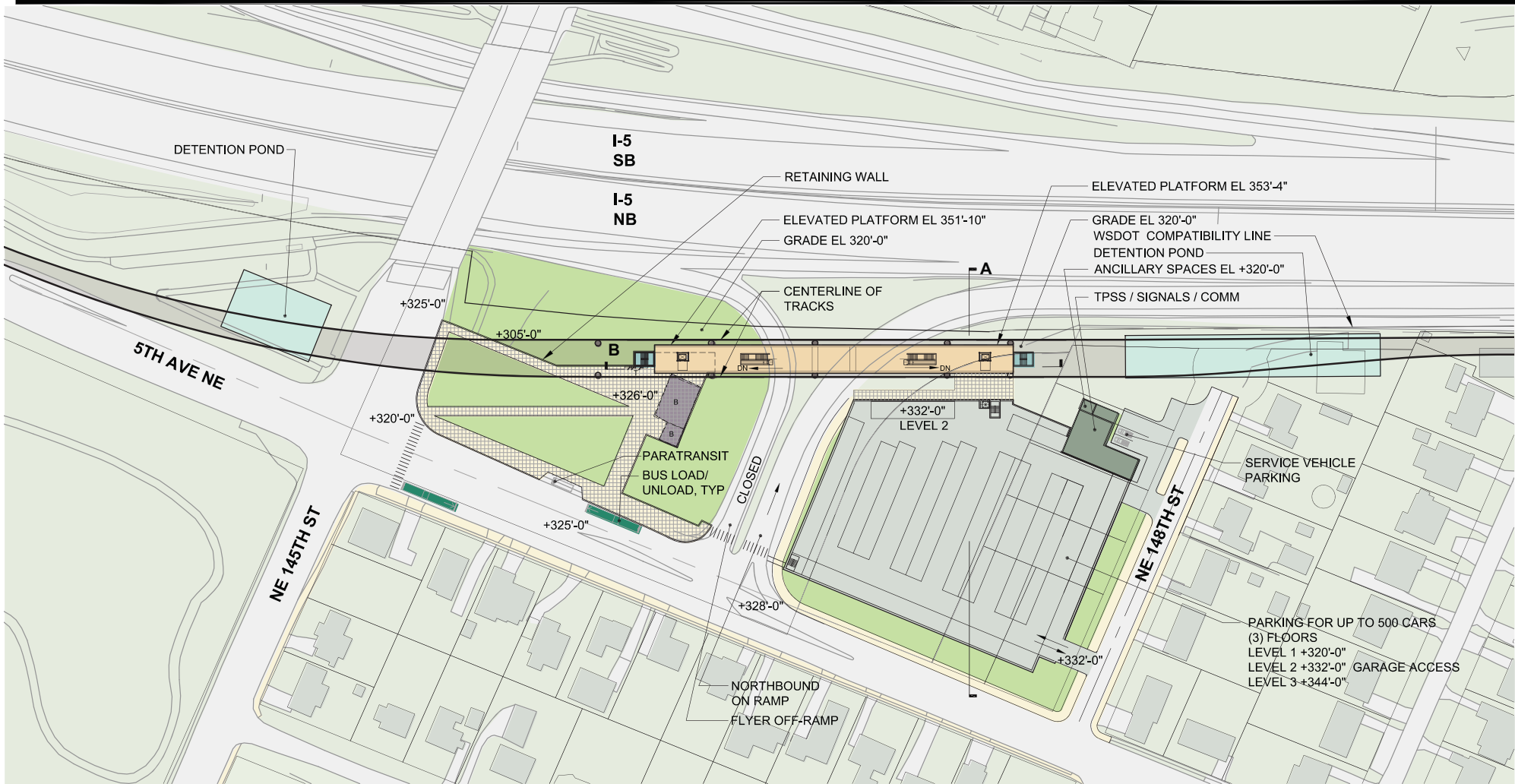
RECOMMENDATION

No formal action is required by council this evening. Sound Transit is requesting Council input on the alignment options and station locations examined in the DEIS, as well as the identified potential impacts and possible mitigation. The Sound Transit Board will use the information developed in the DEIS, Council's input, as well as feedback received from other jurisdictions and the public, to develop a Preferred Alternative that will be carried through the FEIS process. Staff is seeking direction from Council regarding development of DEIS comments and recommendations for the alignment, stations and mitigation. Council direction will be important to staff as the FEIS is developed and staff advocates for the appropriate mitigation for this project. Council is scheduled to finalize their recommendations to the Sound Transit Board on September 9.

ATTACHMENTS

Attachment A: Conceptual site plans for light rail stations at NE 145th Street, NE 155th Street and NE 185th Street

Attachment B: Visual simulations for light rail stations at NE 145th Street, NE 155th Street and NE 185th Street



- Platform
- Plaza
- Vertical Circulation
- Bus Load/Unload
- Bus Layover
- Ticketing/Information
- Ancillary Area
- Bike Storage

Station Configuration & Alignment	Bus Facilities	Park & Ride	Kiss & Ride	Bicycle Parking
Elevated Center Platform, Alignment A1, A10	2 On-street bus bays, 1 southbound and 1 northbound on 5th Ave. NE	Parking for up to 500 cars	Integrated with parking	50 bike spaces, plus 50 expansion

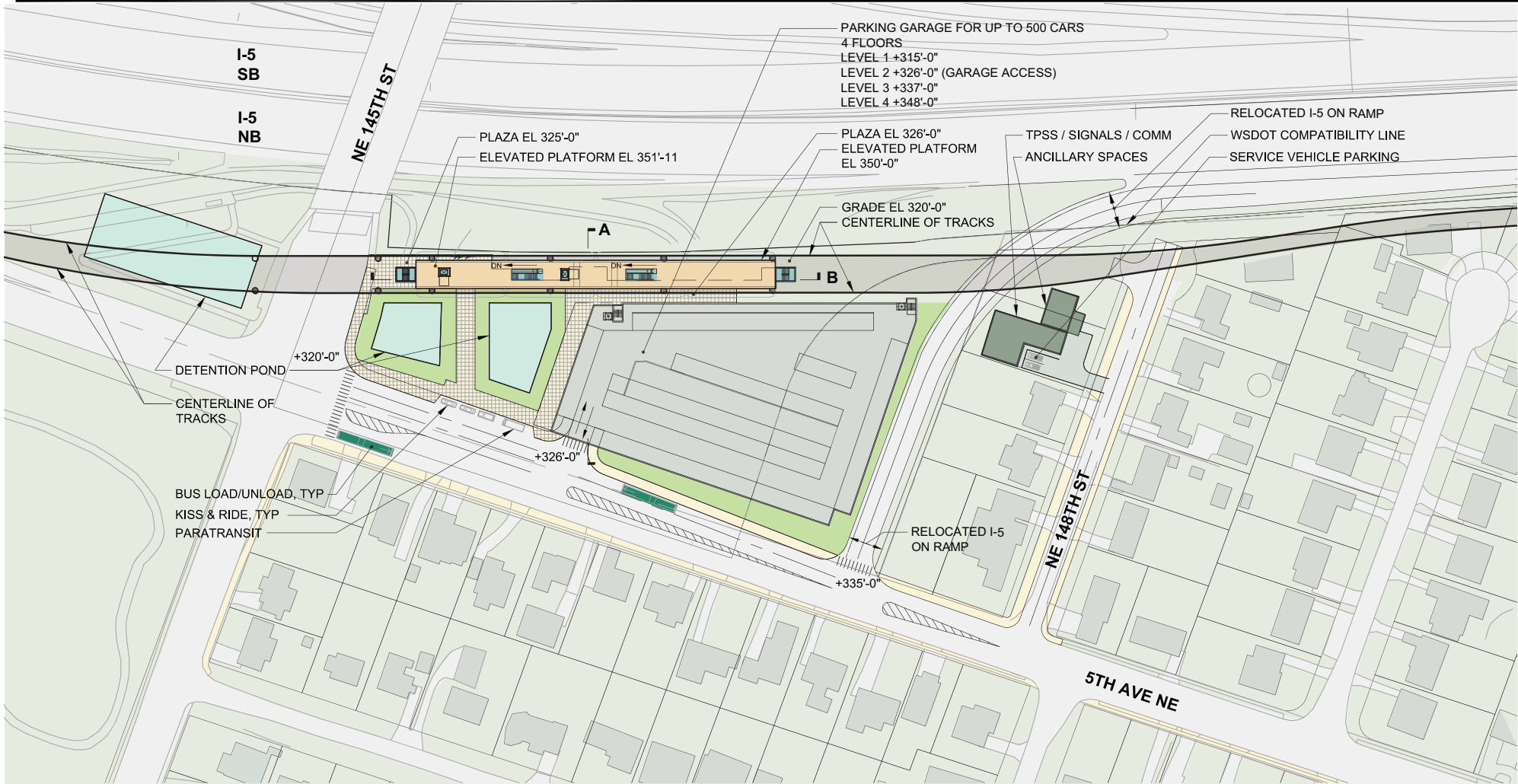


GUIDEWAY IS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. SEE TRACK PLAN & PROFILE DRAWINGS FOR GUIDEWAY FOOTPRINT.



DRAFT EIS - CONCEPTUAL DESIGN
NE 145TH STREET STATION - OPTION 1
SITE PLAN

DWG NO. 145-EC-AS101
 SHEET 72 OF 142
 REV. NO. 2



- Platform
- Plaza
- Vertical Circulation
- Bus Load/Unload
- Bus Layover
- Ticketing/Information
- Ancillary Area
- Bike Storage

Station Configuration & Alternative	Bus Facilities	Park & Ride	Kiss & Ride	Bicycle Parking
Elevated Center Platform, Alternative A3 & A11	2 On-street bus bays: 1 southbound & 1 northbound on 5th Ave NE	Parking up for to 500 cars	On 5th Ave NE	50 bike spaces, plus 50 expansion



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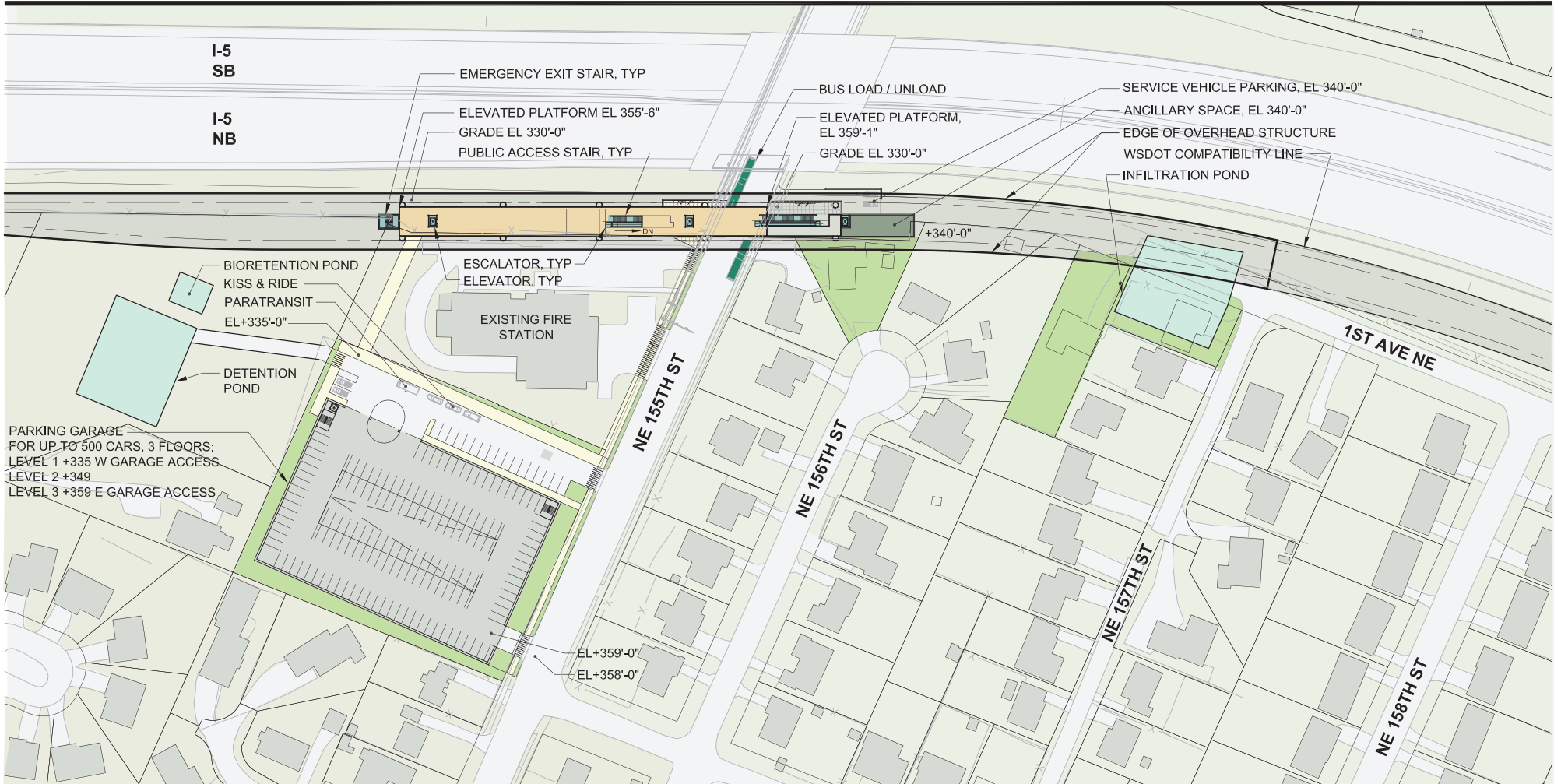


DRAFT EIS - CONCEPTUAL DESIGN
NE 145TH STREET STATION - OPTION 2
SITE PLAN

DWG NO. 145-EC-AS201
 SHEET 76 OF 142
 REV. NO. 2

SOUND TRANSIT LYNNWOOD LINK EXTENSION

Attachment A



- Platform
- Plaza
- Vertical Circulation
- Bus Load/Unload
- Bus Layover
- Ticketing/Information
- Ancillary Area
- Bike Storage

Station Configuration & Alternative	Bus Facilities	Park & Ride	Kiss & Ride	Bicycle Parking
Elevated Center Platform, Alternative A5 & A7	2 On-street bus bays: 1 westbound & 1 eastbound on NE 155th St	Structured parking for up to 500 cars	Integrated with parking	50 bike spaces, plus 50 expansion



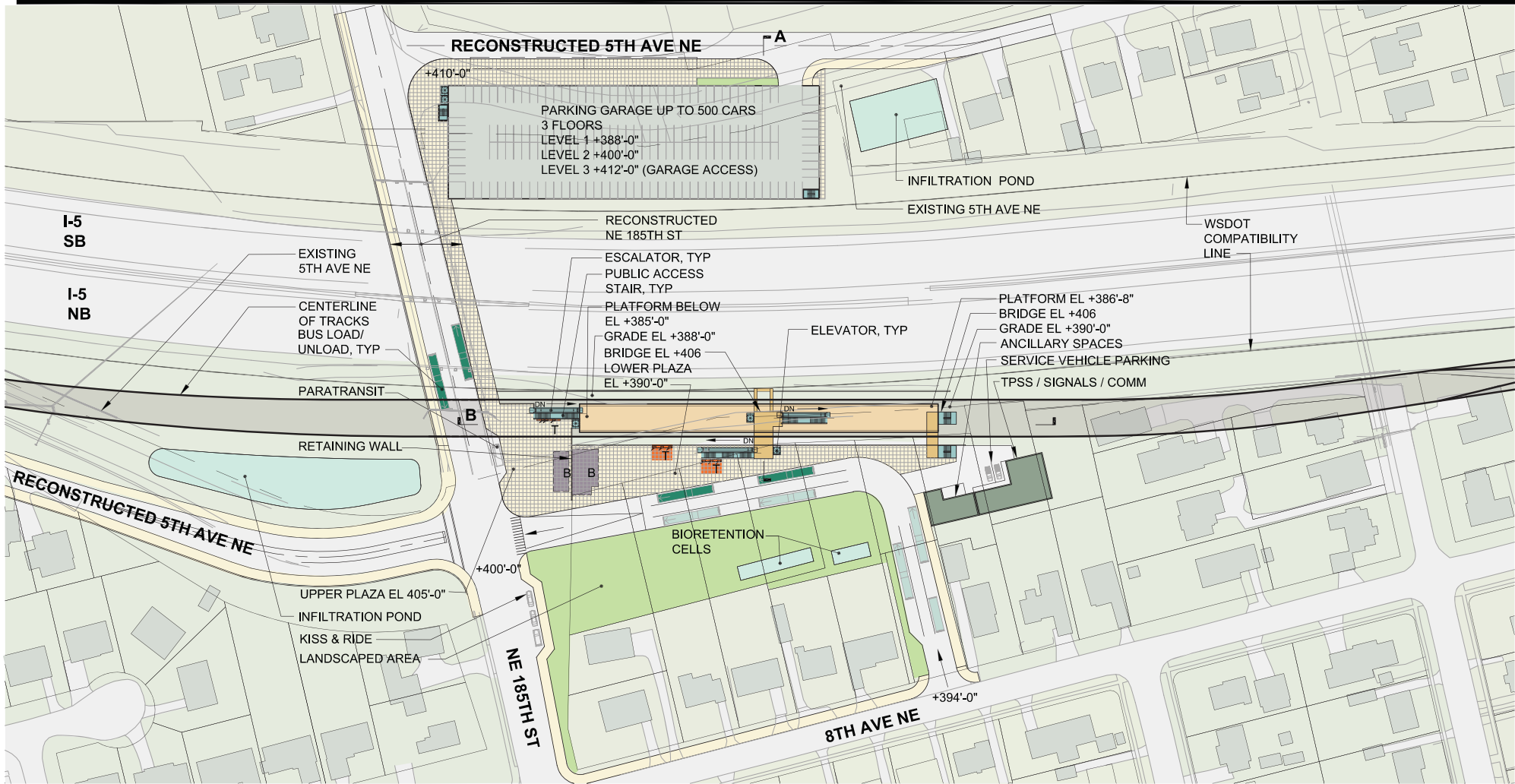
DRAFT EIS - CONCEPTUAL DESIGN

**155TH STREET STATION
SITE PLAN**

DWG NO. 155-EC-AS101

SHEET 80 OF 142

REV. NO. 3



- Platform
- Plaza
- Vertical Circulation
- Bus Load/Unload
- Bus Layover
- Ticketing/Information
- Ancillary Area
- Bike Storage

Station Configuration & Alternative	Bus Facilities	Park & Ride	Kiss & Ride	Bicycle Parking
At-Grade Center Platform, Alternative A1	2 Off-street bus bays, 5 off-street layovers. 2 on-street bus bays: 1 westbound, 1 eastbound on NE 185th St	Parking garage for up to 500 cars west side of I-5	On NE 185th St	50 bike spaces, plus 50 expansion

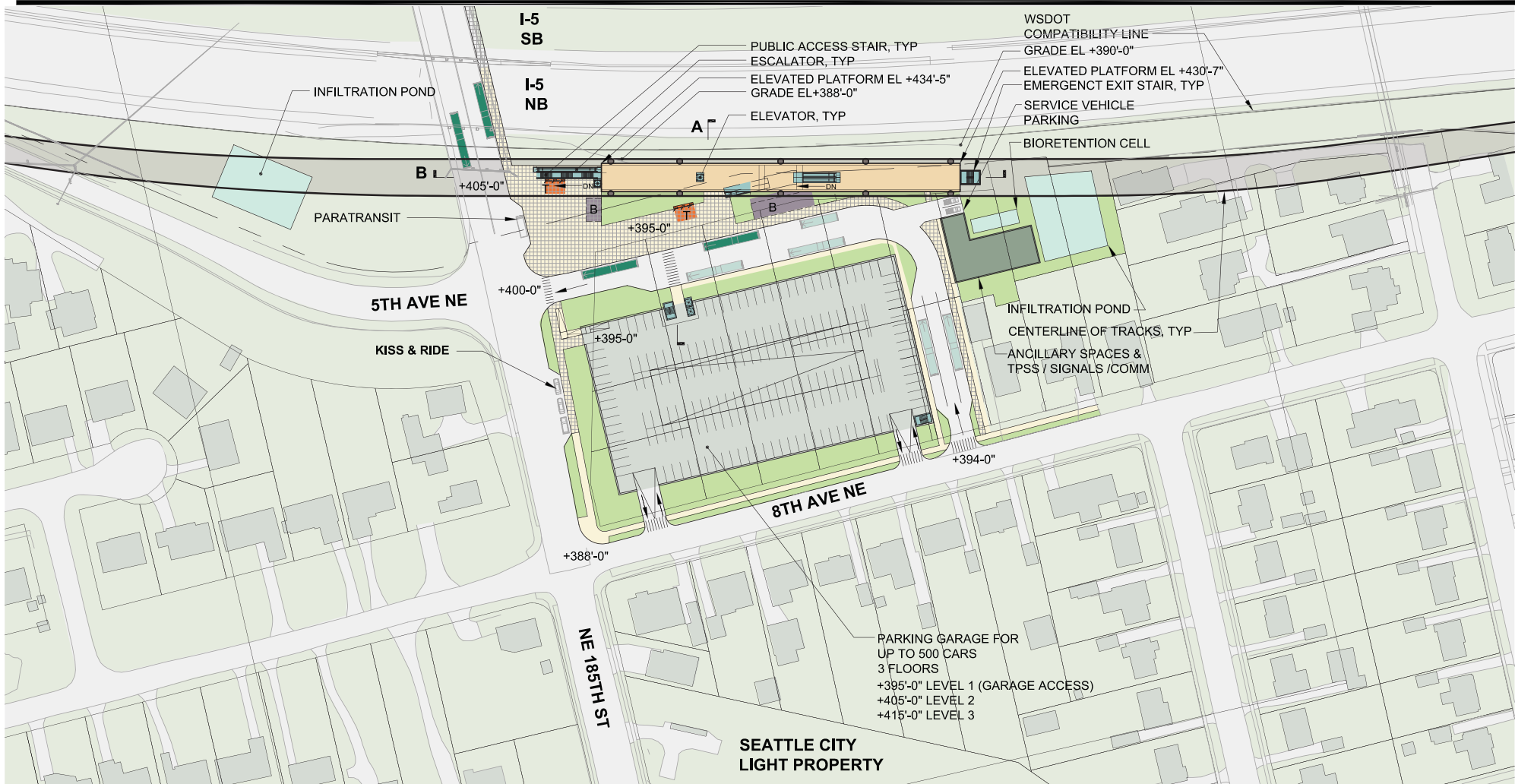


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DRAFT EIS - CONCEPTUAL DESIGN
NE 185TH STREET STATION - OPTION 1
SITE PLAN

DWG NO. 185-GC-AS101
 SHEET 84 OF 142
 REV. NO. 2



- Platform
- Bus Layover
- Plaza
- Ticketing/Information
- Vertical Circulation
- Ancillary Area
- Bus Load/Unload
- Bike Storage

Station Configuration & Alternative	Bus Facilities	Park & Ride	Kiss & Ride	Bicycle Parking
Elevated Center Platform, Alternative A3, A7, A11	2 Off-street bus bays, 5 off-street layovers. 2 on-street bus bays: 1 westbound, 1 eastbound on NE 185th St	Parking garage for up to 500 cars near station	On NE 185th Street	50 bike spaces, plus 50 expansion



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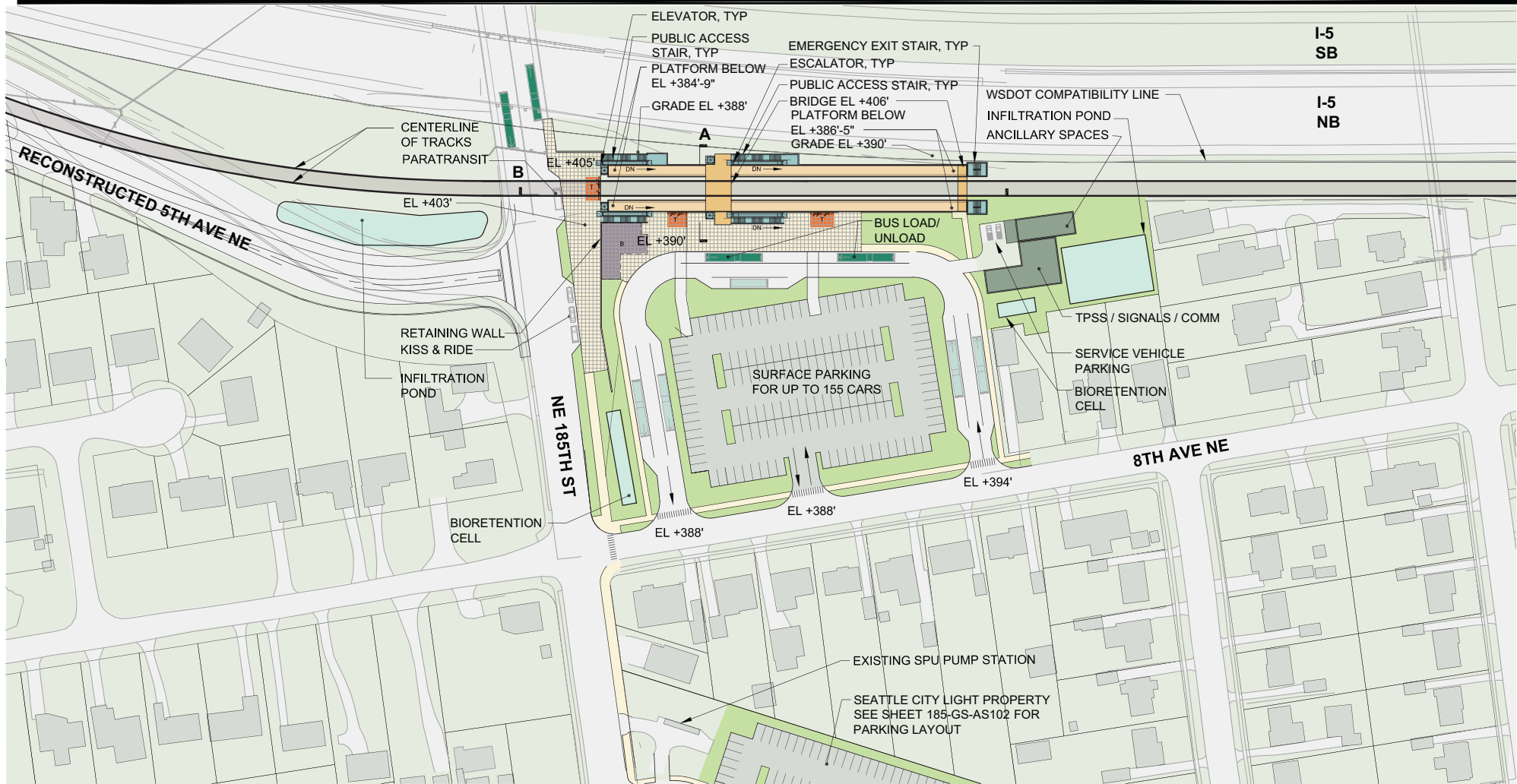


DRAFT EIS - CONCEPTUAL DESIGN
NE 185TH STREET STATION - OPTION 2
SITE PLAN

DWG NO. 185-EC-AS101
 SHEET 87 OF 142
 REV. NO. 2

SOUND TRANSIT LYNNWOOD LINK EXTENSION

Attachment A



- Platform
- Bus Layover
- Plaza
- Ticketing/Information
- Vertical Circulation
- Ancillary Area
- Bus Load/Unload
- Bike Storage

Station Configuration & Alignment	Bus Facilities	Park & Ride	Kiss & Ride	Bicycle Parking
At Grade Side Platform, Alignment A5, A10	2 Off-street bus bays, 5 off-street layovers. 2 on-street bus bays: 1 westbound, 1 eastbound on NE 185th St	Surface parking for up to 155 spaces near station and surface parking for 205 cars at SCL; total 360 spaces	On NE 185th Street	50 bike spaces, plus 50 expansion



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DRAFT EIS - CONCEPTUAL DESIGN
NE 185TH STREET STATION - OPTION 3
SITE PLAN

DWG NO. 185-GS-AS101
 SHEET 91 OF 142
 REV. NO. 2



- Platform
- Plaza
- Vertical Circulation
- Bus Load/Unload
- Bus Layover
- T Ticketing/Information
- Ancillary Area
- B Bike Storage



DRAFT EIS - CONCEPTUAL DESIGN
NE 185TH STREET STATION - OPTION 3
PARKING PLAN

DWG NO. 185-GS-AS102
 SHEET 92 OF 142
 REV. NO. 2



Figure G-34. Viewpoint 10
I-5 Northbound at NE 143rd Street
View to the north
Simulation: Alternatives A1 and A10

Lynnwood Link Extension



Figure G-35. Viewpoint 10
I-5 Northbound at NE 143rd Street
View to the north
Simulation: Alternatives A3 and A11

Lynnwood Link Extension



Figure G-36. Viewpoint 11
5th Avenue NE south of NE 145th Street
View to the north
Existing View

Lynnwood Link Extension



Figure G-37. Viewpoint 11
5th Avenue NE south of NE 145th Street
View to the north
Simulation: Alternatives A1 and A10

Lynnwood Link Extension



Figure G-38. Viewpoint 11
5th Avenue NE south of NE 145th Street
View to the north
Simulation: Alternatives A3 and A11

Lynnwood Link Extension



Figure G-39. Viewpoint 12
N 145th Street at 4th Avenue NE
View to the east
Existing View

Lynnwood Link Extension



Note: Potential landscaping not shown.

Figure G-40. Viewpoint 12
N 145th Street at 4th Avenue NE
View to the east
Simulation: Alternatives A1 and A10

Lynnwood Link Extension



Note: Potential landscaping not shown.

Figure G-41. Viewpoint 12
N 145th Street at 4th Avenue NE
View to the east
Simulation: Alternatives A3 and A11

Lynnwood Link Extension



Note: Potential landscaping not shown.

Figure G-42. Viewpoint 12
N 145th Street at 4th Avenue NE
View to the east
Simulation: Alternatives A5 and A7

Lynnwood Link Extension



Note: Potential landscaping not shown.

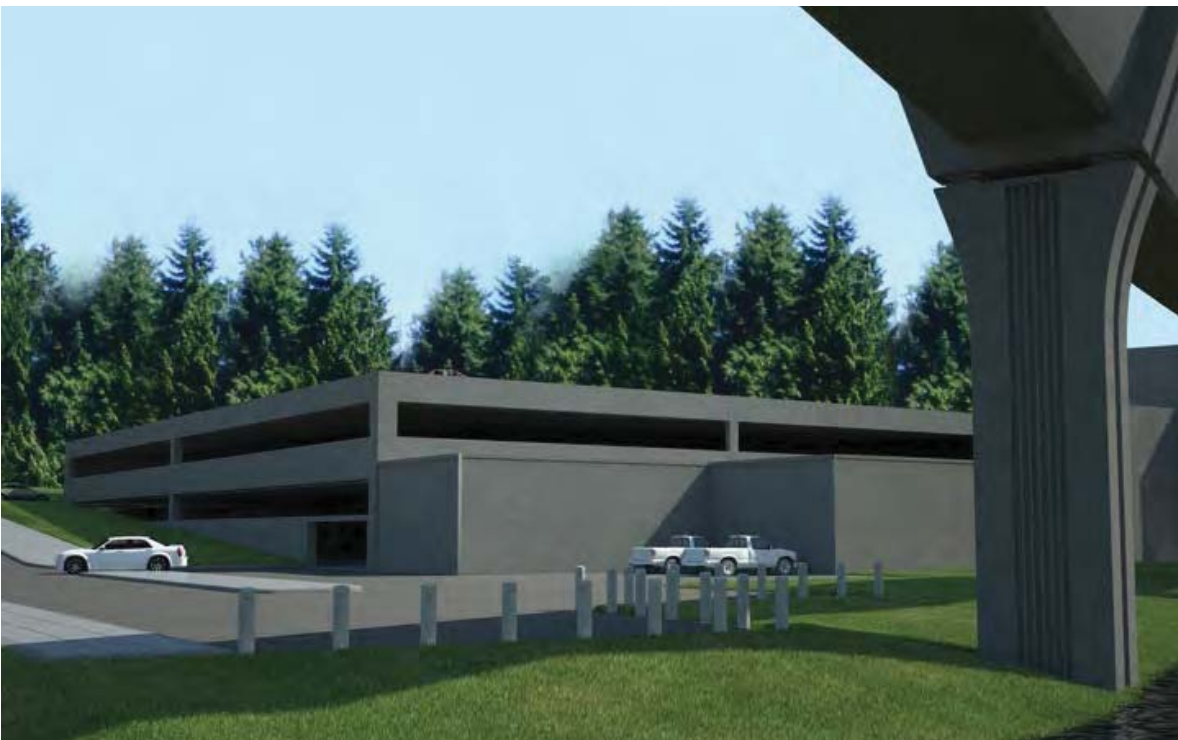
Figure G-43. Viewpoint 12
N 145th Street at 4th Avenue NE
View to the east
Simulation: Alternative A7

Lynnwood Link Extension



Figure G-48. Viewpoint 14
NE 148th Street west of 5th Avenue NE
View to the southeast
Existing View

Lynnwood Link Extension



Note: Potential landscaping not shown.

Figure G-49. Viewpoint 14
NE 148th Street west of 5th Avenue NE
View to the southeast
Simulation: Alternatives A1 and A10

Lynnwood Link Extension



Figure G-50. Viewpoint 15
5th Avenue NE at NE 149th Street
View to the south
Existing View

Lynnwood Link Extension



Note: Potential landscaping not shown.

Figure G-51. Viewpoint 15
5th Avenue NE at NE 149th Street
View to the south
Simulation: Alternatives A1 and A10

Lynnwood Link Extension



Figure G-56. Viewpoint 16
I-5 Southbound at NE 148th Street
View to the south
Simulation: Alternative A7

Lynnwood Link Extension



Figure G-57. Viewpoint 17
NE 155th Street west of 3rd Avenue NE
View to the west
Existing View



Figure G-58. Viewpoint 17
NE 155th Street west of 3rd Avenue NE
View to the west
Simulation: Alternatives A1, A3, A10 and A11

Lynnwood Link Extension



Figure G-59. Viewpoint 17
NE 155th Street west of 3rd Avenue NE
View to the west
Simulation: Alternatives A5 and A7

Lynnwood Link Extension



Figure G-66. Viewpoint 21
I-5 Northbound at NE 183th Street
View to the north
Existing View

Lynnwood Link Extension



Figure G-67. Viewpoint 21
I-5 Northbound at NE 183th Street
View to the north
Simulation: Alternative A1

Lynnwood Link Extension



Figure G-68. Viewpoint 21
I-5 Northbound at NE 183th Street
View to the north
Simulation: Alternatives A3, A7, and A11

Lynnwood Link Extension



Figure G-69. Viewpoint 21
I-5 Northbound at NE 183th Street
View to the north
Simulation: Alternatives A5 and A10

Lynnwood Link Extension



Figure G-70. Viewpoint 22
NE 185th Street east of 8th Avenue NE
View of potential parking area to the north
Existing View

Lynnwood Link Extension



Note: Potential re-landscaping not shown.

Figure G-71. Viewpoint 22
NE 185th Street east of 8th Avenue NE
View of potential parking area to the north
Simulation: Alternative A5



Figure G-72. Viewpoint 23
NE 185th Street west of 8th Avenue NE
View to the west
Existing View

Lynnwood Link Extension



Figure G-73. Viewpoint 23
NE 185th Street west of 8th Avenue NE
View to the west
Simulation: Alternative A1

Lynnwood Link Extension



Figure G-74. Viewpoint 23
 NE 185th Street west of 8th Avenue NE
 View to the west
 Simulation: Alternatives A3, A7, and A11

Lynnwood Link Extension



Note: Potential re-landscaping not shown.

Figure G-75. Viewpoint 23
 NE 185th Street west of 8th Avenue NE
 View to the west
 Simulation: Alternatives A5 and A10

Lynnwood Link Extension



Figure G-76. Viewpoint 24
NE 185th Street west of 5th Avenue NE
View to the east
Existing View

Lynnwood Link Extension



Figure G-77. Viewpoint 24
NE 185th Street west of 5th Avenue NE
View to the east
Simulation: Alternative A1

Lynnwood Link Extension



Figure G-78. Viewpoint 24
NE 185th Street west of 5th Avenue NE
View to the east
Simulation: Alternatives A3, A7, and A11

Lynnwood Link Extension



Figure G-79. Viewpoint 25
5th Avenue NE (west of I-5) north of NE 185th Street
View to the south
Existing View

Lynnwood Link Extension



Figure G-80. Viewpoint 25
5th Avenue NE (west of I-5) north of NE 185th Street
View to the south
Simulation: A1

Lynnwood Link Extension



Figure G-81. Viewpoint 26
I-5 Southbound at NE 187th Street
View to the south
Existing View

Lynnwood Link Extension



Figure G-82. Viewpoint 26
I-5 Southbound at NE 187th Street
View to the south
Simulation: Alternative A1

Lynnwood Link Extension



Figure G-83. Viewpoint 26
I-5 Southbound at NE 187th Street
View to the south
Simulation: Alternatives A3, A7, and A11

Lynnwood Link Extension



Figure G-84. Viewpoint 26
I-5 Southbound at NE 187th Street
View to the south
Simulation: Alternatives A5 and A10

Lynnwood Link Extension