



# AGENDA

## STAFF PRESENTATIONS

## PUBLIC COMMENT

### SHORELINE CITY COUNCIL VIRTUAL/ELECTRONIC REGULAR MEETING

Monday, June 14, 2021  
7:00 p.m.

Held Remotely on Zoom  
<https://zoom.us/j/95015006341>

In an effort to curtail the spread of the COVID-19 virus, the City Council meeting will take place online using the Zoom platform and the public will not be allowed to attend in-person. You may watch a live feed of the meeting online; join the meeting via Zoom Webinar; or listen to the meeting over the telephone.

The City Council is providing opportunities for public comment by submitting written comment or calling into the meeting to provide oral public comment. To provide oral public comment you must sign-up by 6:30 p.m. the night of the meeting. Please see the information listed below to access all of these options:



[Click here to watch live streaming video of the Meeting on shorelinewa.gov](https://www.shorelinewa.gov)



Attend the Meeting via Zoom Webinar: <https://zoom.us/j/95015006341>



Call into the Live Meeting: 253-215-8782 | Webinar ID: 950 1500 6341



[Click Here to Sign-Up to Provide Oral Testimony](#)

*Pre-registration is required by 6:30 p.m. the night of the meeting.*



[Click Here to Submit Written Public Comment](#)

*Written comments will be presented to Council and posted to the website if received by 4:00 p.m. the night of the meeting; otherwise they will be sent and posted the next day.*

|                               | <u>Page</u> | <u>Estimated<br/>Time</u> |
|-------------------------------|-------------|---------------------------|
| 1. CALL TO ORDER              |             | 7:00                      |
| 2. ROLL CALL                  |             |                           |
| 3. APPROVAL OF THE AGENDA     |             |                           |
| 4. REPORT OF THE CITY MANAGER |             |                           |
| 5. COUNCIL REPORTS            |             |                           |
| 6. PUBLIC COMMENT             |             |                           |

*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 10 people are signed up to speak, each speaker will be allocated 2 minutes. Please be advised that each speaker's testimony is being recorded. Speakers are asked to sign up by 6:30 p.m. the night of the meeting via the [Remote Public Comment Sign-in form](#). Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed up.*

**7. CONSENT CALENDAR**

- (a) Approval of Expenses and Payroll as of May 28, 2021 in the Amount of \$4,333,104.38 7a1-1
- (b) Authorize the City Manager to Execute an Agreement with Sound Transit for the Shoreline North/185<sup>th</sup> Station Pedestrian Connection 7b-1
- (c) Authorize the City Manager to Execute a Construction Contract with Doolittle Construction, LLC in the Amount of \$398,200 for the 2021 Bituminous Surface Treatment project 7c-1

**8. STUDY ITEMS**

- (a) Discussion of Ordinance No. 932 - Authorizing the Placement of a Ballot Measure on the 2021 November General Election Ballot to Authorize a Property Tax Bond Measure for Park Improvements and Park Land Acquisition 8a-1 7:20
- (b) Discussion of Proposed American Rescue Plan Act (ARPA) Funding Allocation 8b-1 7:50
- (c) Discussion of Ordinance No. 933 - Authorizing the Use of Eminent Domain for Acquisition of Certain Real Properties to Construct the NW Innis Arden Way Culvert Replacement Project 8c-1 8:10

**9. ADJOURNMENT 8:20**

*Any person requiring a disability accommodation should contact the City Clerk's Office at 206-801-2230 in advance for more information. For TTY service, call 206-546-0457. For up-to-date information on future agendas, call 206-801-2230 or visit the City's website at [shorelinewa.gov/councilmeetings](http://shorelinewa.gov/councilmeetings). Council meetings are shown on the City's website at the above link and on Comcast Cable Services Channel 21 and Ziplly Fiber 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.*

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

|                      |   |
|----------------------|---|
| <b>AGENDA TITLE:</b> | Approval of Expenses and Payroll as of May 28, 2021 |
| <b>DEPARTMENT:</b>   | Administrative Services                             |
| <b>PRESENTED BY:</b> | Sara S. Lane, 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 \$4,333,104.38 specified in the following detail:

**\*Payroll and Benefits:**

| Payroll Period    | Payment Date | EFT Numbers (EF) | Payroll Checks (PR) | Benefit Checks (AP) | Amount Paid           |
|-------------------|--------------|------------------|---------------------|---------------------|-----------------------|
| 04/18/21-05/01/21 | 5/7/2021     | 96716-96929      | 17283-17295         | 82449-82452         | \$598,935.83          |
| 04/18/21-05/01/21 | 5/14/2021    |                  |                     | WT1183-WT1184       | \$133,003.24          |
| 05/02/21-05/15/21 | 5/21/2021    | 96930-97146      | 17296-17342         | 82549-82555         | \$811,234.96          |
| 05/02/21-05/15/21 | 5/28/2021    |                  |                     | WT1186-WT1187       | \$133,583.50          |
|                   |              |                  |                     |                     | <u>\$1,676,757.53</u> |

**\*Wire Transfers:**

| Expense Register Dated | Wire Transfer Number | Amount Paid        |
|------------------------|----------------------|--------------------|
| 5/24/2021              | 1185                 | \$41,318.42        |
|                        |                      | <u>\$41,318.42</u> |

**\*Accounts Payable Claims:**

| Expense Register Dated | Check Number (Begin) | Check Number (End) | Amount Paid  |
|------------------------|----------------------|--------------------|--------------|
| 5/12/2021              | 82402                | 82414              | \$123,073.57 |
| 5/12/2021              | 82415                | 82448              | \$288,016.15 |

**\*Accounts Payable Claims:**

| Expense Register Dated | Check Number (Begin) | Check Number (End) | Amount Paid           |
|------------------------|----------------------|--------------------|-----------------------|
| 5/19/2021              | 82453                | 82467              | \$149,862.06          |
| 5/19/2021              | 82468                | 82482              | \$101,872.59          |
| 5/19/2021              | 82483                | 82497              | \$418,577.26          |
| 5/19/2021              | 82498                | 82511              | \$61,985.57           |
| 5/19/2021              | 82512                | 82513              | \$49,746.48           |
| 5/19/2021              | 82514                | 82517              | \$1,041,899.26        |
| 5/26/2021              | 85218                | 82540              | \$183,150.87          |
| 5/26/2021              | 82541                | 82548              | \$161,424.71          |
| 5/27/2021              | 82556                | 82567              | \$35,419.91           |
|                        |                      |                    | <u>\$2,615,028.43</u> |

Approved By: City Manager **DT**

City Attorney **MK**



**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

|                      |  |
|----------------------|--|
| <b>AGENDA TITLE:</b> | Authorize the City Manager to Execute an Agreement with Sound Transit for the Shoreline North/185th Station Pedestrian Connection  |
| <b>DEPARTMENT:</b>   | City Manager's Office  |
| <b>PRESENTED BY:</b> | Juniper Nammi, Light Rail Project Manager  |
| <b>ACTION:</b>       | <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion<br><input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing |

**PROBLEM/ISSUE STATEMENT:**

On April 23, 2015, the Sound Transit Board selected and authorized the implementation of the preferred alternative alignment for the Lynnwood Link Extension (LLE) Light Rail Project. In 2017, at about the 60% design milestone for the project, Sound Transit found unexpected budget overruns and engaged in a cost reduction process. Sound Transit's proposed changes to the LLE Project to address the budgetary shortfalls included relocating the Shoreline North/185<sup>th</sup> parking garage from the west side of I-5 to the east side so as to be co-located with the transit loop and next to the station.

City staff reviewed this proposed design change and to ensure equitable transit user access between the bus transit loop to both the northbound and southbound station platforms, a pedestrian connection between the transit loop and the platform access overpass at the north end of the station was proposed and committed to by the City. As part of this commitment, the City agreed to contribute \$100,000 towards the cost of this pedestrian connection, which is estimated to cost roughly \$500,000.

Tonight, staff is requesting that the City Council authorize the City Manager to enter into an agreement with Sound Transit (Attachment A) for the City's partial funding contribution for this pedestrian connection, as was committed to in 2018 and made a permit condition in 2019. Sound Transit has already advanced the design of the pedestrian connection and included it in its contract for construction of the LLE Project.

**RESOURCE/FINANCIAL IMPACT:**

The adopted 2021-2022 Biennial Budget includes a one-time supplemental expenditure of \$100,000 reserved for the City's Shoreline North/185<sup>th</sup> Pedestrian Bridge partnership commitment with Sound Transit.

**RECOMMENDATION**

Staff recommends that the City Council authorize the City Manager to execute the Shoreline North/185<sup>th</sup> Street Station Pedestrian Connection Agreement for the Lynnwood Link Light Rail Transit Project with Sound Transit.

Approved By:            City Manager **DT**    City Attorney **JA-T**

## **BACKGROUND**

On April 23, 2015, the Sound Transit Board selected and authorized the implementation of the preferred alternative alignment for the Lynnwood Link Extension (LLE) Light Rail Project. In coordination with the City, Sound Transit designed the LLE Project as described in Sound Transit's Alignment Resolution, including a public rail transit line, light rail stations at NE 145<sup>th</sup> Street and NE 185<sup>th</sup> Street in Shoreline, parking garages at the two stations in Shoreline, passenger amenities, and associated mitigation measures, among other improvements.

Sound Transit's initial proposed design of the Shoreline North/185<sup>th</sup> Station included a retained cut station and bus transfer facility that was just north of NE 185<sup>th</sup> Street and east of I-5; an approximately 500-stall parking garage in interstate right-of-way on the west side of I-5; and pedestrian connections between the station and garage that were on or adjacent to the existing NE 185<sup>th</sup> Street bridge over I-5.

In 2017, at about the 60% design milestone for the project, Sound Transit found unexpected budget overruns and engaged in a cost reduction process. Sound Transit's proposed changes to the LLE Project to address the budgetary shortfalls were presented to the City Council on July 16, 2018, and included, among other measures, relocating the Shoreline North/185<sup>th</sup> parking garage from the west side of I-5 to the east side so as to be co-located with the transit loop and next to the station.

City staff reviewed these changes based on Shoreline's Guiding Principles for Light Rail Facility Design and concluded that in order to minimize the traffic impacts and best serve Shoreline residents, the transit loop should be located on the top of the Shoreline North parking garage, with transit access to the loop from NE 185<sup>th</sup> Street, and car access to the parking garage below from 8<sup>th</sup> Avenue NE. Additionally, to ensure equitable transit user access between the bus transit loop to both the northbound and southbound platforms, a pedestrian connection between the transit loop and the platform access overpass at the north end of the station was proposed and committed to by the City. More information about this can be found in the July 16, 2018, Council staff report at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2018/staffreport071618-8b.pdf>.

## **DISCUSSION**

As is noted above, at the Shoreline North/185<sup>th</sup> Light Rail Station, Sound Transit has agreed to construct the transit loop on top of the parking garage with an elevated pedestrian connection between the transit loop and the platform access overpass at the north end of the station. In support of this pedestrian connection, in 2018, the City committed to contributing \$100,000 towards the cost of this pedestrian connection to Sound Transit. The City's initial commitment was incorporated into a condition of the LLE Project Special Use Permit Decision, which was issued on May 31, 2019, which states:

*“Sound Transit shall construct an ADA accessible pedestrian bridge contingent on Sound Transit’s receipt of funding as agreed to by King County Metro and the City of Shoreline. The pedestrian bridge would span from the northwest corner of the transit center on the top of the Shoreline North/185th parking garage to the northern station platform entrances.”*

Sound Transit proceeded with design and construction of the pedestrian connection to stay on schedule and are currently completing the support columns.

As is noted in the Special Use Permit decision, King County Metro also made a similar commitment to provide \$100,000 toward the pedestrian connection and is also working with Sound Transit on a similar funding agreement. Sound Transit staff tentatively plan to take this agreement, if approved by Council, and the King County Metro agreement to the Sound Transit Board for approval in July or August of this year.

Sound Transit has met with their contractor on this segment of the LLE Project and provided a rough order of magnitude cost of approximately \$500,000 to construct the pedestrian connection. Because the pedestrian connection scope includes a number of subcontractors where the pricing is not broken out specifically for the pedestrian connection itself, developing an accurate construction cost is impractical for both the contractor and Sound Transit. This \$500,000 rough cost estimate does not include design costs or any of the costs related to change the garage and station structures themselves.

Tonight, staff is requesting that the City Council authorize the City Manager to enter into an agreement with Sound Transit (Attachment A) for the City’s partial funding contribution for this pedestrian connection, as was committed to in 2018 and made a permit condition in 2019. Sound Transit has already advanced the design of the pedestrian connection and included it in its contract for construction of the LLE Project. As such, Sound Transit will be responsible for the ownership and maintenance of the pedestrian connection as part of the Shoreline North/185<sup>th</sup> station site.

### **COUNCIL GOAL(S) ADDRESSED**

The agreement to assist in funding the pedestrian connection at the Shoreline North/185<sup>th</sup> station and garage supports the 2020-2022 Council Goal 3 – Continue preparation for regional mass transit in Shoreline.

### **RESOURCE/FINANCIAL IMPACT**

The adopted 2021-2022 Biennial Budget includes a one-time supplemental expenditure of \$100,000 reserved for the City’s Shoreline North/185<sup>th</sup> Pedestrian Bridge partnership commitment with Sound Transit.

### **RECOMMENDATION**

Staff recommends that the City Council authorize the City Manager to execute the Shoreline North/185<sup>th</sup> Street Station Pedestrian Connection Agreement for the Lynnwood Link Light Rail Transit Project with Sound Transit.

## **ATTACHMENTS**

Attachment A: Shoreline North/185<sup>th</sup> Street Station Pedestrian Connection Agreement for the Lynnwood Link Light Rail Transit Project

**SHORELINE NORTH/185<sup>th</sup> STREET STATION  
PEDESTRIAN CONNECTION AGREEMENT  
FOR THE LYNNWOOD LINK LIGHT RAIL TRANSIT PROJECT**

**GA 0018-21/City Receiving #9912**

THIS AGREEMENT, effective upon the date of the latest signature, is entered into by and between the CITY OF SHORELINE, a Washington municipal corporation (the “City”) and the CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY (“Sound Transit”), a regional transit authority organized under the laws of the State of Washington, collectively “Parties” and individually “Party.”

**RECITALS**

1. Sound Transit is a governmental entity created pursuant to RCW 81.104 and 81.112 with all powers necessary to implement a high capacity transit system within its boundaries in King, Pierce, and Snohomish counties.
2. The City is a non-charter optional municipal code city organized pursuant to chapter 35A RCW and incorporated under the laws of the State of Washington, with the authority to enact laws and enter into agreements to promote the health, safety and welfare of its citizens and for other lawful purposes.
3. On April 23, 2015, the Sound Transit Board selected and authorized the implementation of the preferred alternative alignment for the Lynnwood Link Light Rail Extension Project (“LLE Project”) in Resolution 2015-05 (“Alignment Resolution”).
4. In coordination with the City, Sound Transit is in the process of designing and constructing the LLE Project, within the City’s boundaries as described in the Alignment Resolution, including without limitation a public rail transit line, stations, other infrastructure, improvements, public transit and passenger amenities, and mitigation measures associated therewith.
5. As part of that the interagency coordination and, as part of the LLE Project cost reduction process that Sound Transit undertook in 2017 to address significant cost pressures, in June 2018 the City communicated to Sound Transit that the City was willing to contribute \$100,000.00 towards the cost of an elevated pedestrian connection (“Pedestrian Connection”) at the Shoreline North/185th Station (“North Station”) to ensure equitable transit user access between the bus transit loop to both the northbound and southbound platforms at the North Station.
6. Based on the City’s willingness to contribute funding, Sound Transit completed the design of the Pedestrian Connection and incorporated it into its construction contract for the North Station, after City review and approval.
7. The Parties desire to enter into this Agreement to set forth their respective responsibilities to implement the City’s willingness to contribute \$100,000.00 for the Pedestrian Connection at the North Station, and build effective cooperation between the Parties.

**NOW, THEREFORE**, in consideration of the recitals, terms, conditions, and covenants contained herein, the Parties hereby agree as follows:

**AGREEMENT**

**A. PURPOSE.** Sound Transit and the City have coordinated during the LLE Project design to ensure inclusion of a pedestrian connection near the North Station. The purpose of this Agreement is to identify and define the Parties’ responsibilities with respect to the Pedestrian Connection scope of work. The Pedestrian Connection will provide better pedestrian access to the light rail station at 185<sup>th</sup> Street and will be built at the North Station between the north west corner of the transit loop on top of the garage to the overpass access to both platforms at the north end of the Station as agreed to by both Parties through the station redesign process.

The Pedestrian Connection is more fully identified in **Exhibit A** (“Pedestrian Connection Contract Drawings”).

**B. CITY CONTRIBUTION OF FUNDS.** Subject to the terms of this Agreement, the City agrees to provide Sound Transit \$100,000.00 towards the cost to design and construct the Pedestrian Connection (“City Contribution”). This shall be the City’s sole contribution for the Pedestrian Connection, no additional funding shall be provided.

**C. SOUND TRANSIT’S RIGHTS & RESPONSIBILITIES.**

1. Sound Transit will be responsible for the design and construction of the Pedestrian Connection in accordance with all applicable federal, state and local laws, regulations and ordinances; City and Sound Transit design criteria; and the LLE Project L200 Contract (“LLE Contract”).
2. Sound Transit shall be solely responsible for the construction of the Pedestrian Connection as part of the LLE Contract.
3. The Pedestrian Connection will be owned by Sound Transit as a component of the LLE Project. Sound Transit will be solely responsible for all cost related to the operation and maintenance of the Pedestrian Connection for the life of the structure.

**D. INVOICING AND PAYMENT**

1. **Invoicing.** Sound Transit will invoice the City within thirty (30) calendar days of the execution of this Agreement for the City Contribution. The invoice will sent to:

City of Shoreline Attn: Accounts Payable  
17500 Midvale Ave N  
Shoreline, WA 98133  
Email: [accountspayable@shorelinewa.gov](mailto:accountspayable@shorelinewa.gov)

2. **Payment.** The City will pay Sound Transit’s invoice within thirty (30) calendar days of receipt of the invoice.

**E. TERM**

1. **Term.** This Agreement will remain in effect until Sound Transit has accepted the Pedestrian Connection as complete from its Contractor for the LLE Project.

**F. INDEMNIFICATION**

1. **Mutual Indemnification.** Each Party will defend, indemnify and save harmless the other Party, its officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims, judgments, and/or awards of damages (both to persons and property), arising out of, or in any way resulting from, its negligent acts or omissions. Neither Party will be required to defend, indemnify or save harmless the other Party if the claim, suit, or action for injuries, death, or damages (both to persons and property) is caused by the sole negligence of the other Party.
2. **Concurrent Negligence.** Where such claims, suits, or actions result from concurrent negligence of the Parties, or involve those actions covered by RCW 4.24.115, the indemnity provisions provided herein will be valid and enforceable only to the extent of the Party's own negligence. Each Party agrees that its obligations under this subparagraph extend to any claim, demand, and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, each Party, by mutual negotiation, hereby waives, with respect to the other party only, any immunity that would otherwise be available against such claims under the Industrial Insurance provisions of Title 51 RCW. This indemnification was specifically and mutually negotiated by each of the Parties and will survive the termination of this Agreement.
3. **Survival.** The indemnification obligations provided in this Section F will survive termination of this Agreement.

**G. DESIGNATED REPRESENTATIVES.** The Designated Representatives for each Party, as identified in Exhibit B, will be responsible for coordination of any notices or communications between the Parties and will act as the point of contact for each Party for all matters related to this Agreement. The Parties reserve the right to change Designated Representatives by providing written notice to the other Party during the term of this Agreement. Any correspondence or communications related to the Pedestrian Connection will be made exclusively by and through Sound Transit's Designated Representative or their designee.

**H. RECORDS**

1. **Records to be Maintained.** Sound Transit will maintain accounts and records, including contract and financial records, which sufficiently and properly reflect all costs of any nature incurred by Sound Transit and all monies paid by the City to Sound Transit. These records will be maintained for a period of six (6) years after termination or expiration of this Agreement unless permission to destroy the records is granted by the City and the destruction is authorized under RCW Chapter 40.14.

2. **Inspection.** All such Sound Transit’s records and documents will be available during regular business hours, upon reasonable request, for inspection, review or audit by the City during the performance of this Agreement and for the required six (6) year period.
3. **Public Records Act.** The Parties are both public agencies subject to Washington’s Public Records Act, chapter 42.56 RCW, and that all documents produced in connection with this Agreement may be deemed a public record as defined in the Public Records Act and that if either Party receives a public records request, unless a statute exempts disclosure, the Party must disclose the record to the requestor. Release of a public record pursuant to the Public Records Acts will not be considered a breach of this Agreement nor will the disclosing Party be liable for any cost or expense incurred by the other Party due to disclosure.

## I. GENERAL PROVISIONS

1. **Governing Law and Exclusive Venue.** This Agreement will be interpreted, construed and enforced in accordance with the laws of the State of Washington. The exclusive venue for any action under this Agreement will be King County, Washington.
2. **Successors and Assigns.** This Agreement will be binding upon and inure to the benefit of the successors and assigns of the City and Sound Transit. Neither Party may assign the rights and responsibilities set forth in this Agreement without the express written consent of the other Party.
3. **Time.** Time is of the essence in every provision of this Agreement. Unless otherwise set forth in this Agreement, the reference to “days” will mean calendar days. If any time for action occurs on a weekend or legal holiday, then the time period will be extended automatically to the next business day.
4. **Notice.** All notices or correspondence related to this Agreement will be in writing, addressed to the appropriate Designated Representative. Any notice, request, demand or other communication made pursuant to this Agreement will be deemed received three days after it is mailed, or upon written confirmation by the recipient of receipt by email or by hand delivery.
5. **No Third-Party Beneficiaries.** This Agreement is made and entered into for the sole protection and benefit of the Parties hereto and their successors and assigns. No other person will have any right of action based upon any provision of this Agreement.
6. **No Joint Venture.** No joint venture or partnership is formed as a result of this Agreement. No employees, agents or subcontractors of one party will be deemed, or represent themselves to be, employees of any other party.
7. **Construction.** This Agreement has been reviewed and revised by legal counsel for all parties and no presumption or rule that ambiguity will be construed against the party drafting the document will apply to the interpretation or enforcement of this Agreement. The Parties intend this Agreement to be interpreted to the full extent authorized by applicable law.



8. **Costs.** Each Party will be responsible for its own costs, including legal fees, incurred in negotiating or finalizing this Agreement, unless otherwise agreed in writing by the Parties.
9. **Force Majeure.** Neither party will be liable to the other or deemed in breach or default for any failure or delay in performance under this Agreement during the time and to the extent its performance is prevented by reasons of Force Majeure. For the purposes of this Agreement, Force Majeure means an occurrence that is beyond the reasonable control of and without fault or negligence of the party claiming force majeure and which, by exercise of due diligence of such party, could not have been prevented or overcome. Force Majeure will include natural disasters, including fire, flood, earthquake, windstorm, avalanche, mudslide, and other similar events; acts of war or civil unrest when an emergency has been declared by appropriate governmental officials; acts of civil or military authority; freight embargoes; epidemics; quarantine restrictions; labor strikes; boycotts; terrorist acts; riots; insurrections; explosions; and nuclear accidents. A party claiming suspension or termination of its obligations due to force majeure will give the other party prompt written notice, but no more than two (2) working days after the event, of the impediment and its effect on the ability to perform; failure to provide such notice will preclude recovery under this provision.
10. **Amendments.** This Agreement may be amended only by a written instrument executed by each of the Parties hereto. The Designated Representatives may agree upon amendments to the design of the Pedestrian Connection as set forth in Exhibit A and such amendments will be binding upon the Parties without the need for formal approval by the Sound Transit Board and the Shoreline City Council.
11. **Entire Agreement.** This Agreement constitutes the entire agreement of the Parties with respect to the subject matters of this Agreement, and supersedes any and all prior negotiations (oral and written), understandings and agreements with respect hereto. However, the Parties will negotiate and execute such ancillary agreements as may be required to implement this Agreement.
12. **Headings.** Section headings are intended as information only, and will not be construed with the substance of the section they caption.
13. **Exhibits.** All exhibits attached to this Agreement are hereby incorporated into and made part of this Agreement.
14. **Execution of this Agreement.** This Agreement may be executed electronically on a platform agreed to by the Parties. This Agreement may be executed in several counterparts, each of which will be deemed an original, and all counterparts together will constitute but one and the same instrument.
15. **Severability.** If any of the terms and conditions of this Agreement are determined to be invalid or unenforceable by a court of competent jurisdiction, the remaining terms and conditions thereby will remain in full force and effect.

**CENTRAL PUGET SOUND REGIONAL  
TRANSIT AUTHORITY  
(SOUND TRANSIT)**

**THE CITY OF SHORELINE**

By: \_\_\_\_\_  
Kimberly Farley, Deputy Chief Executive  
Officer

By: \_\_\_\_\_  
Debbie Tarry, City Manager

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Authorized by Motion No. \_\_\_\_\_

Approved by City Council Motion on  
\_\_\_\_\_, 20\_\_

Approved as to form:

Approved as to form:

By: \_\_\_\_\_  
Mattelyn Tharpe, Legal Counsel I

By: \_\_\_\_\_  
City Attorney's Office

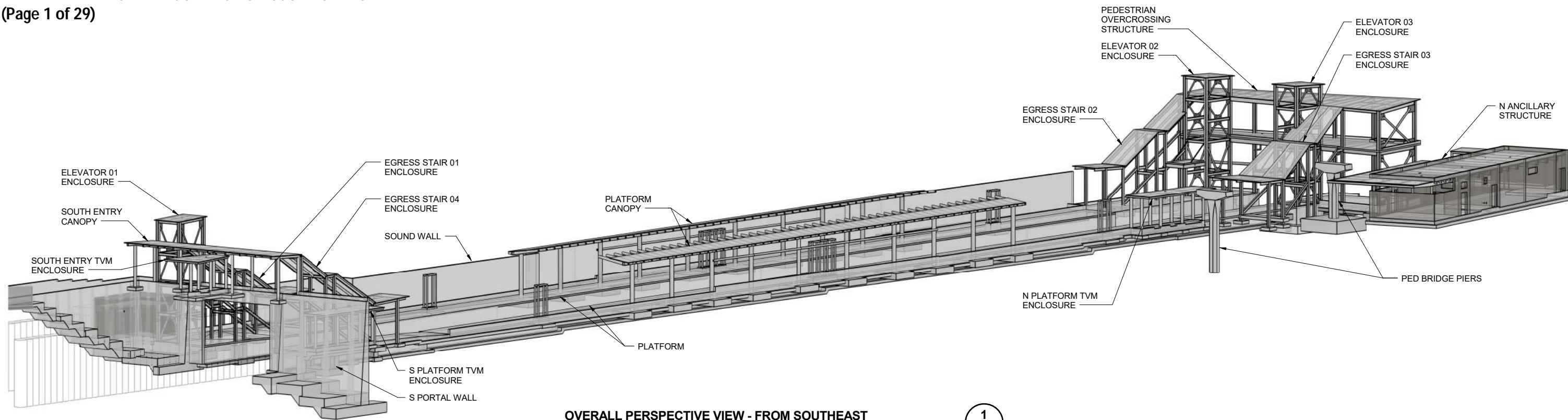
**EXHIBITS:**

Exhibit A: Pedestrian Connection Scope of Work

Exhibit B: Designated Representatives

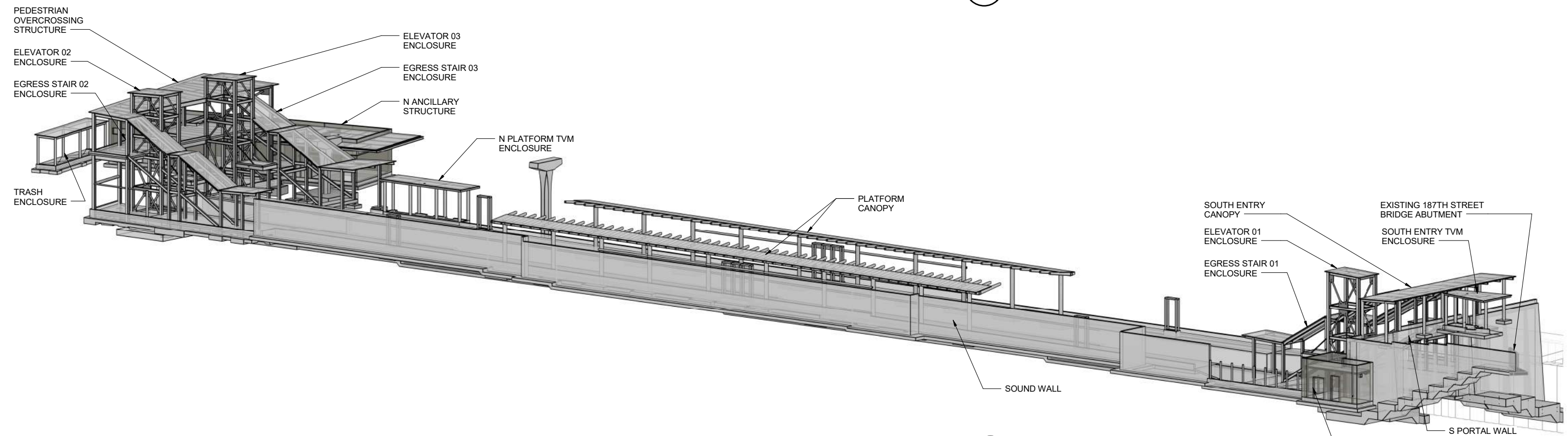
EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK

(Page 1 of 29)



OVERALL PERSPECTIVE VIEW - FROM SOUTHEAST

SCALE: NTS



OVERALL PERSPECTIVE VIEW - FROM SOUTHWEST

SCALE: NTS

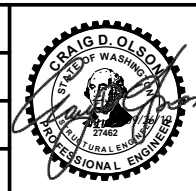


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JUN 18 2020 COM19-0580

| No. | DATE     | DSN | CHK | APP | REVISION            |
|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

DESIGNED BY:  
C. LEVAN  
DRAWN BY:  
M. GOLEZ  
CHECKED BY:  
D. ARNDT  
APPROVED BY:  
C. OLSON



trusted design partners  
SUBMITTED BY:  
S. BURCH  
DATE:  
09/30/2019



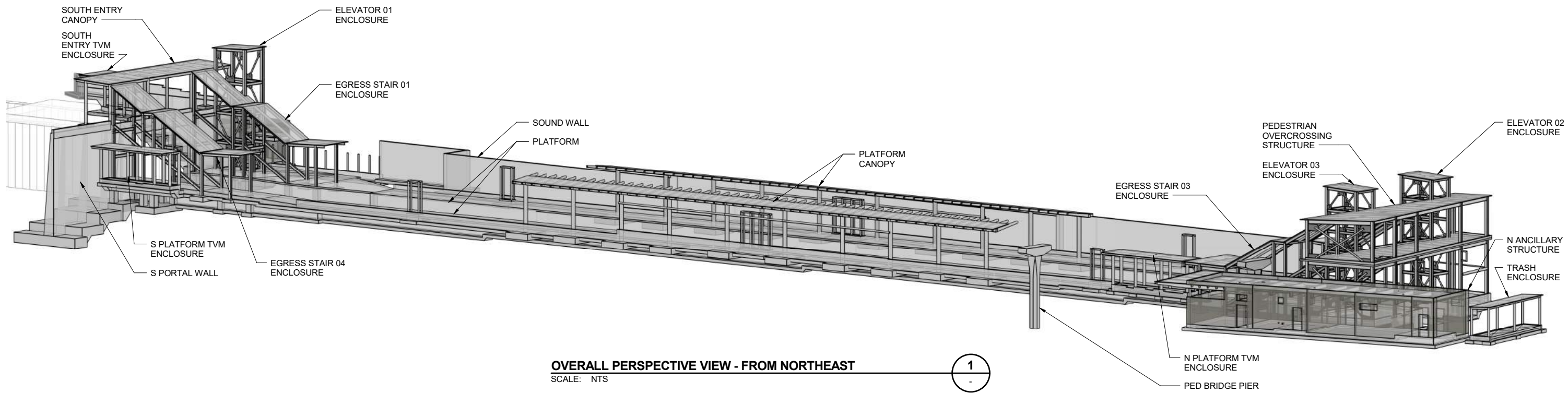
SCALE:  
NTS  
FILENAME:  
L200-N17-S  
CONTRACT No.:  
RTA / CN 0079-15C  
DATE:  
09/30/2019

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO 200TH STREET  
SHORELINE NORTH/185TH STATION - STRUCTURE  
OVERALL PERSPECTIVE VIEWS

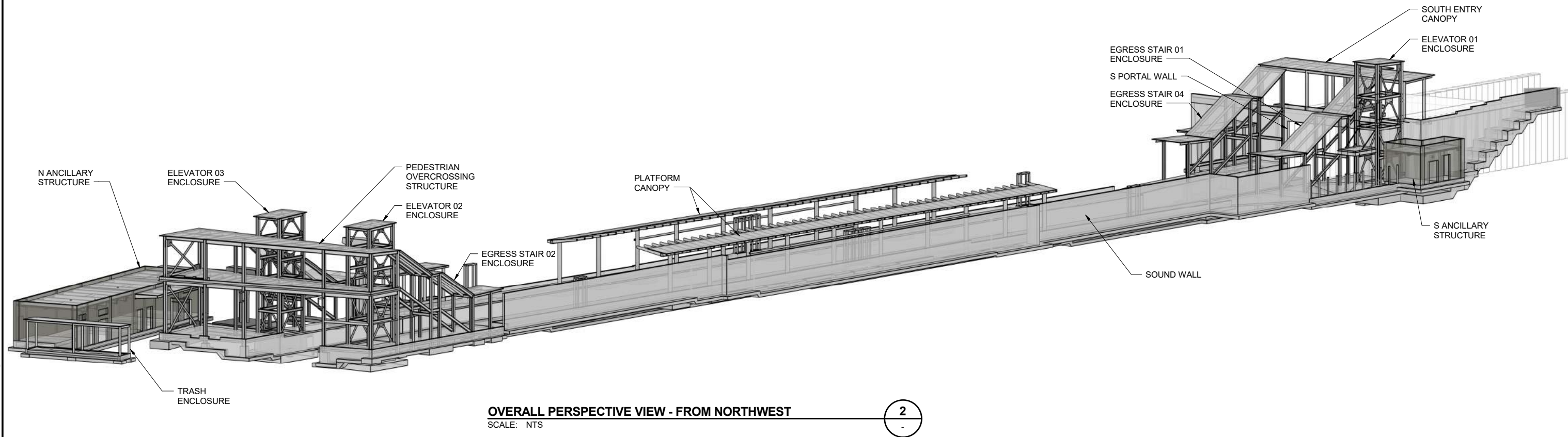
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**N17-SZS021**  
FACILITY ID:  
N17  
SHEET No.:  
3130  
REV:  
0



**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
 (Page 2 of 29)



**OVERALL PERSPECTIVE VIEW - FROM NORTHEAST**  
 SCALE: NTS



**OVERALL PERSPECTIVE VIEW - FROM NORTHWEST**  
 SCALE: NTS

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JUN 18 2020 COM19-0580

| No. | DATE     | DSN | CHK | APP | REVISION            |
|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

DESIGNED BY:  
C. LEVAN  
 DRAWN BY:  
M. GOLEZ  
 CHECKED BY:  
D. ARNDT  
 APPROVED BY:  
C. OLSON



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LINE IS 1" AT FULL SCALE



SCALE:  
NTS  
 FILENAME:  
L200-N17-S  
 CONTRACT No.:  
RTA / CN 0079-15C  
 DATE:  
09/30/2019

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
 NORTHGATE STATION TO 200TH STREET  
 SHORELINE NORTH/185TH STATION - STRUCTURE  
 OVERALL PERSPECTIVE VIEWS

DRAWING No.:  
**N17-SZS022**  
 FACILITY ID:  
N17  
 SHEET No.:  
3131  
 REV:  
0

SUBMITTED BY:  
S. BURCH

DATE:  
09/30/2019

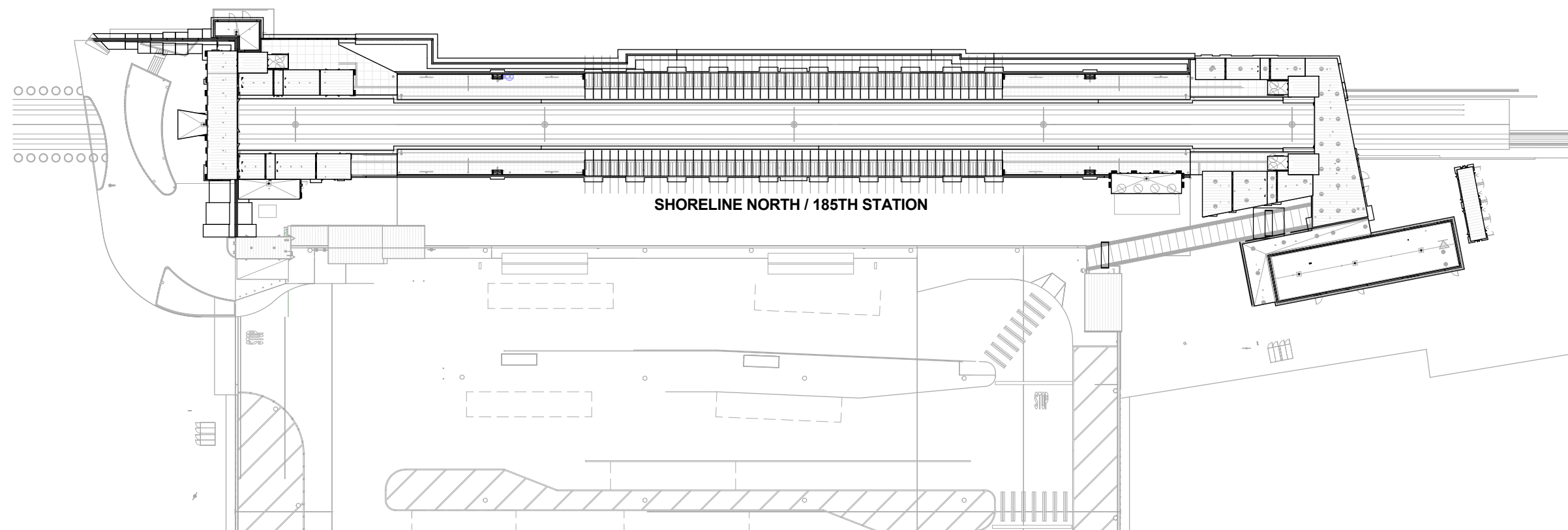
REVIEWED BY:  
F. CHIHAB

DATE:  
09/30/2019

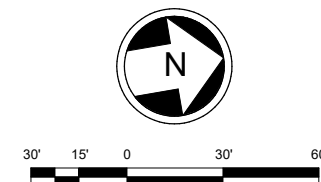
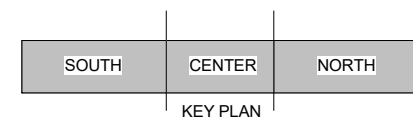
**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 3 of 29)

**GENERAL NOTES:**

- 1. REFERENCE DRAWINGS:  
 SYSTEM OCS POLE LOCATIONS L85-JOP105  
 PEDESTRIAN BRIDGE FOOTINGS N17-SFP103 & N17-SFP114



**GENERAL ARRANGEMENT PLAN**  
SCALE: 1" = 30'-0"



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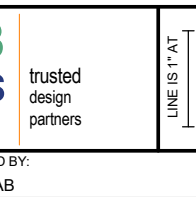
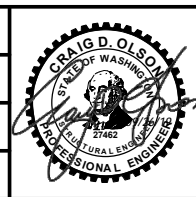
| No. | DATE     | DSN | CHK | APP | REVISION            |
|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

DESIGNED BY:  
**C. LEVAN**

DRAWN BY:  
**M. GOLEZ**

CHECKED BY:  
**D. ARNDT**

APPROVED BY:  
**C. OLSON**



SCALE:  
1" = 30'-0"

FILENAME:  
L200-N17-S

CONTRACT No.:  
RTA / CN 0079-15C

DATE:  
09/30/2019

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO 200TH STREET

SHORELINE NORTH/185TH STATION - STRUCTURE  
GENERAL ARRANGEMENT PLAN

DRAWING No.:  
**N17-SZS031**

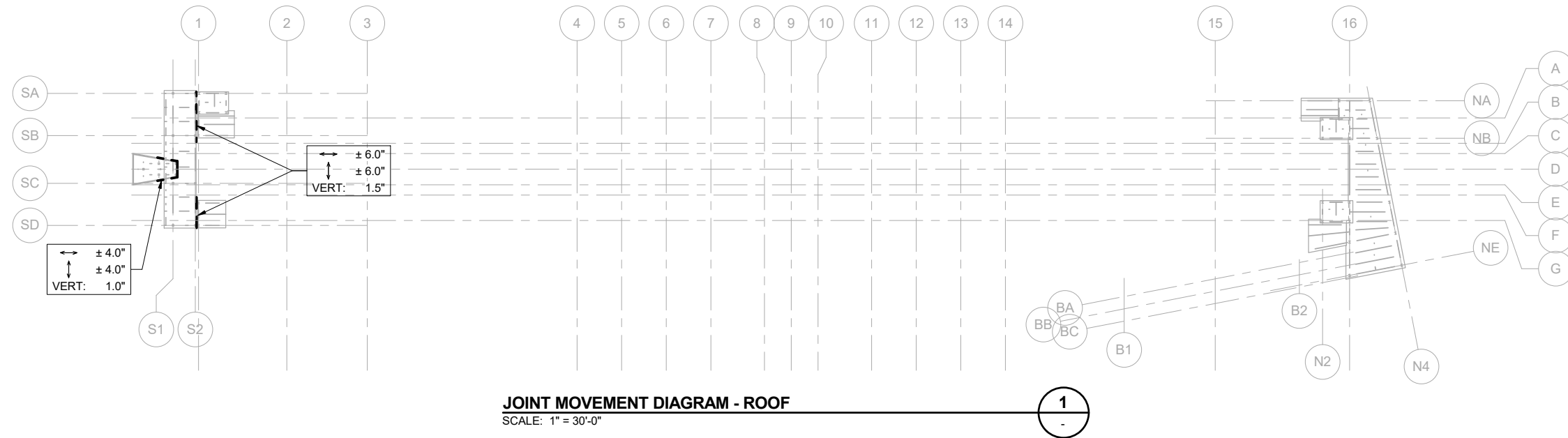
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N17

SHEET No.:  
3132

REV:  
0

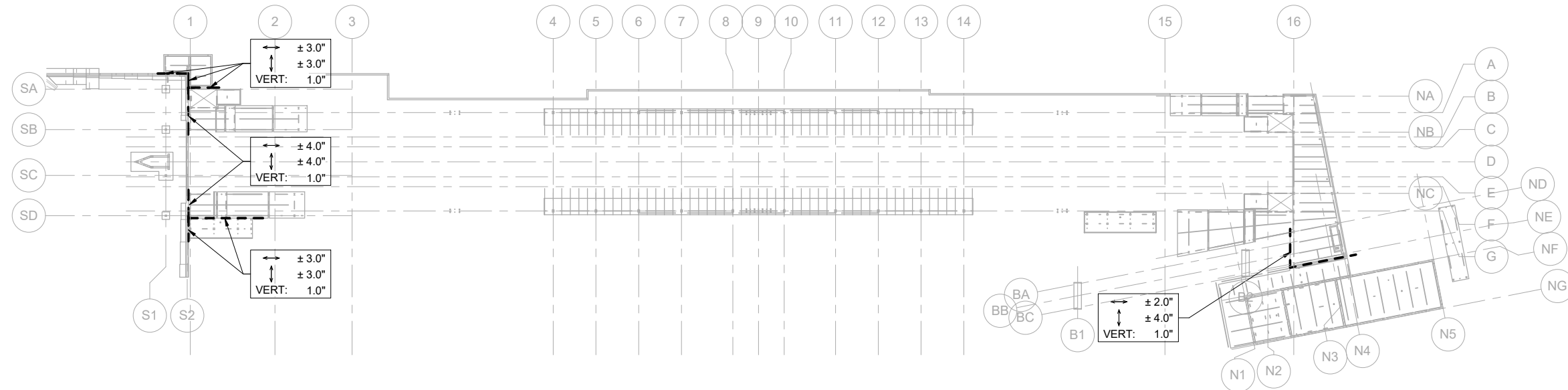
JUN 18 2020 COM19-0580

**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 4 of 29)



**JOINT MOVEMENT DIAGRAM - ROOF**

SCALE: 1" = 30'-0"

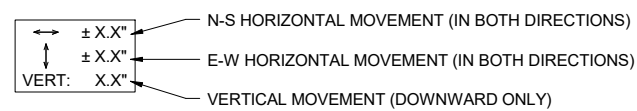


**JOINT MOVEMENT DIAGRAM - PLAZA**

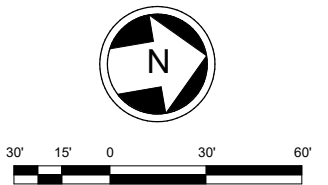
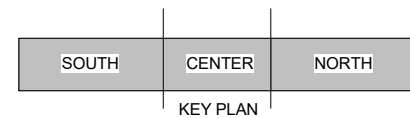
SCALE: 1" = 30'-0"

**NOTES:**

1. ALL ELEMENTS CROSSING JOINT LOCATIONS INDICATED ON PLANS ABOVE ARE REQUIRED TO ACCOMMODATE THE BELOW DIFFERENTIAL MOVEMENTS ACROSS THE JOINT INTERFACE:



2. HORIZONTAL MOVEMENTS INDICATED ARE BASED ON DISPLACEMENT OF ADJACENT STRUCTURES COMBINED USING SUM ROOT OF SQUARES (SRSS).



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|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

|                          |
|--------------------------|
| DESIGNED BY:<br>C. LEVAN |
| DRAWN BY:<br>M. GOLEZ    |
| CHECKED BY:<br>D. ARNDT  |
| APPROVED BY:<br>C. OLSON |



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LINE IS 1" AT FULL SCALE



|                                |
|--------------------------------|
| SCALE:<br>1" = 30'-0"          |
| FILENAME:<br>L200-N17-S        |
| CONTRACT No.:RTA / CN 0079-15C |
| DATE:<br>09/30/2019            |

|   |  |
|---|--|
| <b>LYNNWOOD LINK EXTENSION</b>            |  |
| <b>CONTRACT L200</b>                      |  |
| NORTHGATE STATION TO 200TH STREET         |  |
| SHORELINE NORTH/185TH STATION - STRUCTURE |  |
| JOINT MOVEMENT DIAGRAMS                   |  |

|              |                   |
|--------------|-------------------|
| DRAWING No.: | <b>N17-SZS041</b> |
| FACILITY ID: | N17               |
| SHEET No.:   | 3133              |
| REV:         | 0                 |

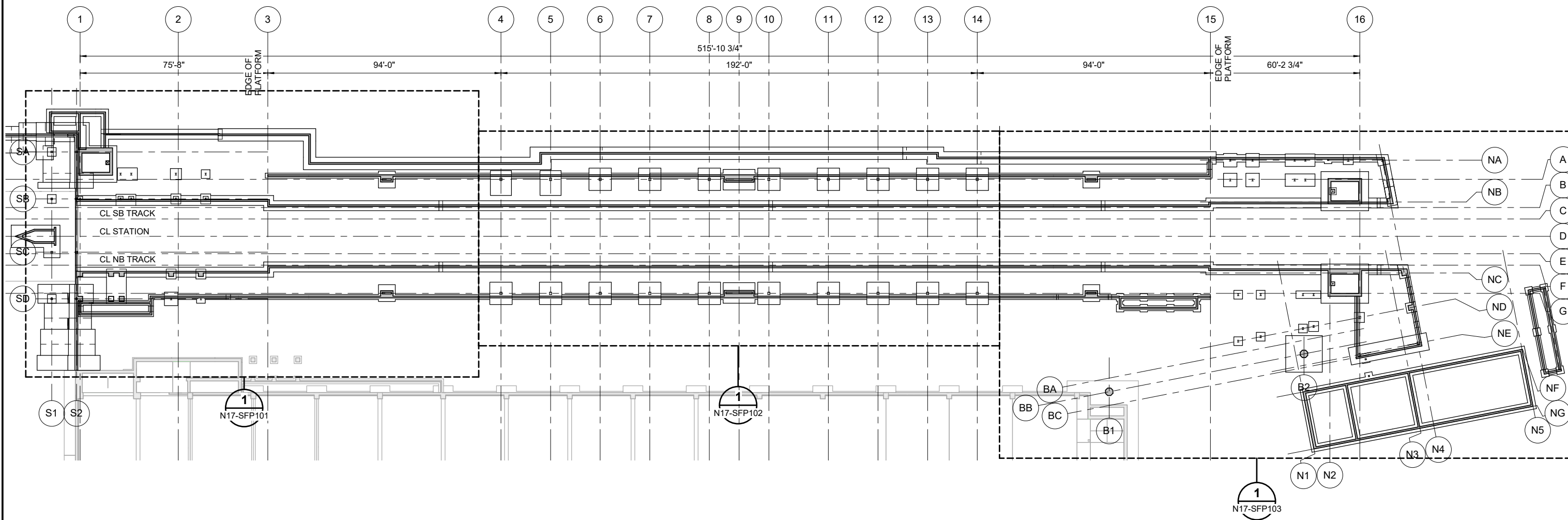
JUN 18 2020 COM19-0580

EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK

(Page 5 of 29)

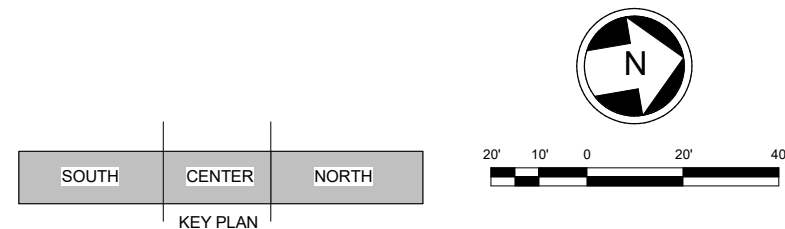
GENERAL NOTES:

1. INDICATES FOOTING TYPE. SEE FOOTING SCHEDULE ON DWG N17-SFS001.
2. (X'-X") INDICATES BOTTOM OF FOOTING ELEVATION.
3. INDICATES TOP OF STRUCTURAL SLAB/DECK ELEVATION.
4. S-X INDICATES SLAB/DECK TYPE. SEE SLAB/DECK SCHEDULE ON DWG N17-SGS011.
5. REFERENCE DRAWINGS:  
 STRUCTURAL GENERAL LEGEND AND SYMBOLS N17-SZN001  
 STRUCTURAL NOTES N17-SZN002 - N17-SZN004  
 STATEMENT OF SPECIAL INSPECTIONS AND TESTING N17-SZN011 - N17-SZN015  
 TYPICAL FOUNDATION DETAILS N17-SFD101 - N17-SFD102  
 SOUTHWEST RETAINING WALL FOOTING N17-SFD121  
 185TH UNDERCROSSING STRUCTURE L85-SEP701  
 ARCHITECTURAL GRIDS N17-AZV002



FOUNDATION PLAN - OVERALL

SCALE: 1" = 20'-0"



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| No. | DATE     | DSN | CHK | APP | REVISION            |
|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

DESIGNED BY:  
C. LEVAN  
 DRAWN BY:  
M. GOLEZ  
 CHECKED BY:  
D. ARNDT  
 APPROVED BY:  
C. OLSON



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LINE IS 1" AT FULL SCALE



SCALE:  
1" = 20'-0"  
 FILENAME:  
L200-N17-S  
 CONTRACT No.:  
RTA / CN 0079-15C  
 DATE:  
09/30/2019

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
 NORTHGATE STATION TO 200TH STREET  
 SHORELINE NORTH/185TH STATION - STRUCTURE  
 FOUNDATION PLAN - OVERALL

DRAWING No.:  
**N17-SFP100**  
 FACILITY ID:  
N17  
 SHEET No.:  
3134  
 REV:  
0

SUBMITTED BY:  
S. BURCH

DATE:  
09/30/2019

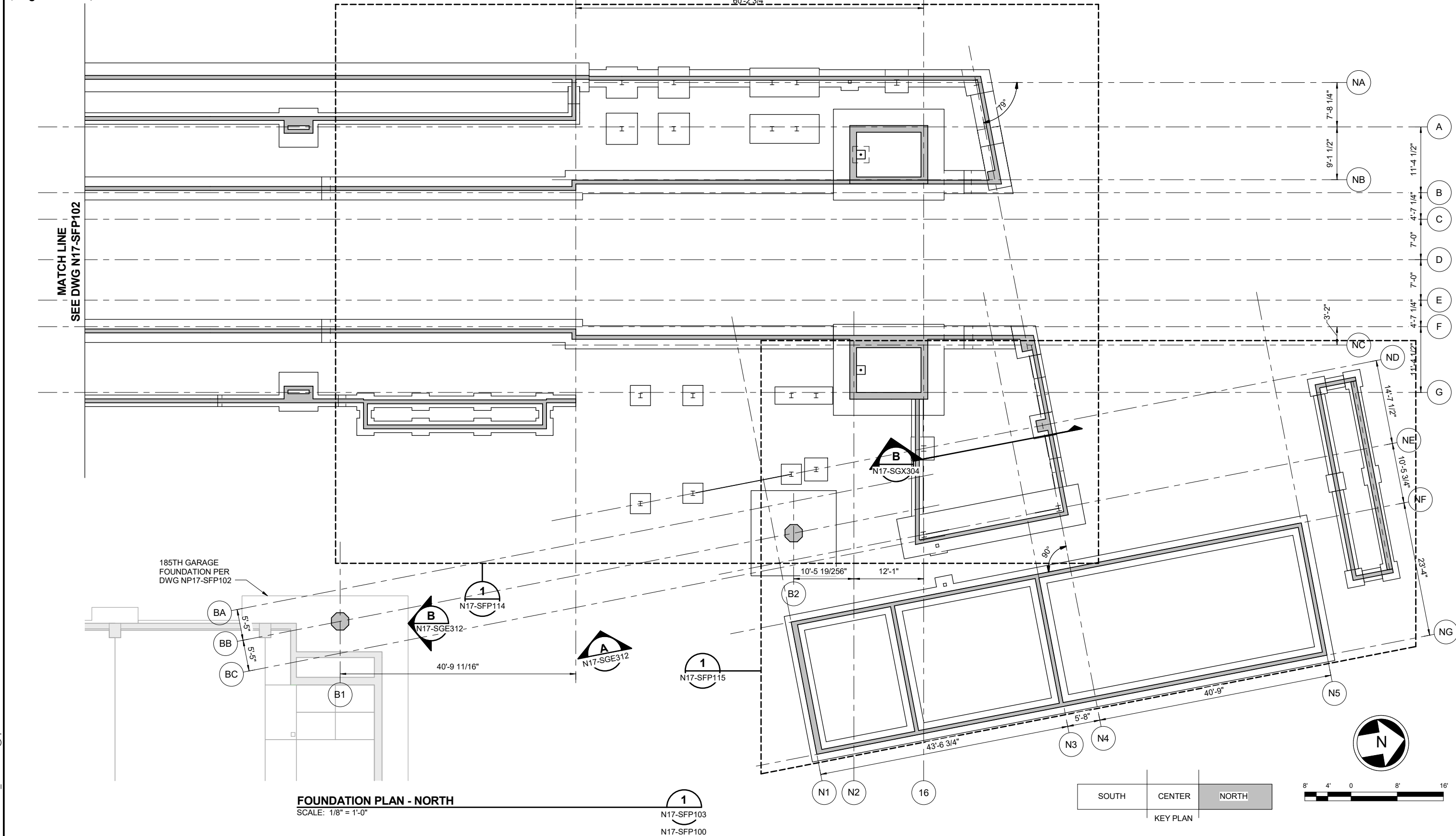
REVIEWED BY:  
F. CHIHAB

DATE:  
09/30/2019



**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 6 of 29)

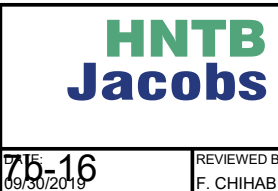
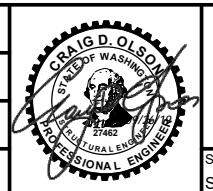
**GENERAL NOTES:**  
1. FOR NOTES SEE DWG N17-SFP100.



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| No. | DATE     | DSN | CHK | APP | REVISION            |
|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

DESIGNED BY:  
C. LEVAN  
DRAWN BY:  
M. GOLEZ  
CHECKED BY:  
D. ARNDT  
APPROVED BY:  
C. OLSON



trusted design partners  
SUBMITTED BY:  
S. BURCH



SCALE:  
1/8" = 1'-0"  
FILENAME:  
L200-N17-S  
CONTRACT No.:  
RTA / CN 0079-15C  
DATE:  
09/30/2019

**LYNNWOOD LINK EXTENSION  
CONTRACT L200**  
NORTHGATE STATION TO 200TH STREET  
SHORELINE NORTH/185TH STATION - STRUCTURE  
FOUNDATION PLAN - NORTH

|              |            |
|--------------|------------|
| DRAWING No.: | N17-SFP103 |
| FACILITY ID: | N17        |
| SHEET No.:   | 3137       |
| REV:         | 0          |

JUN 18 2020 COM19-0580

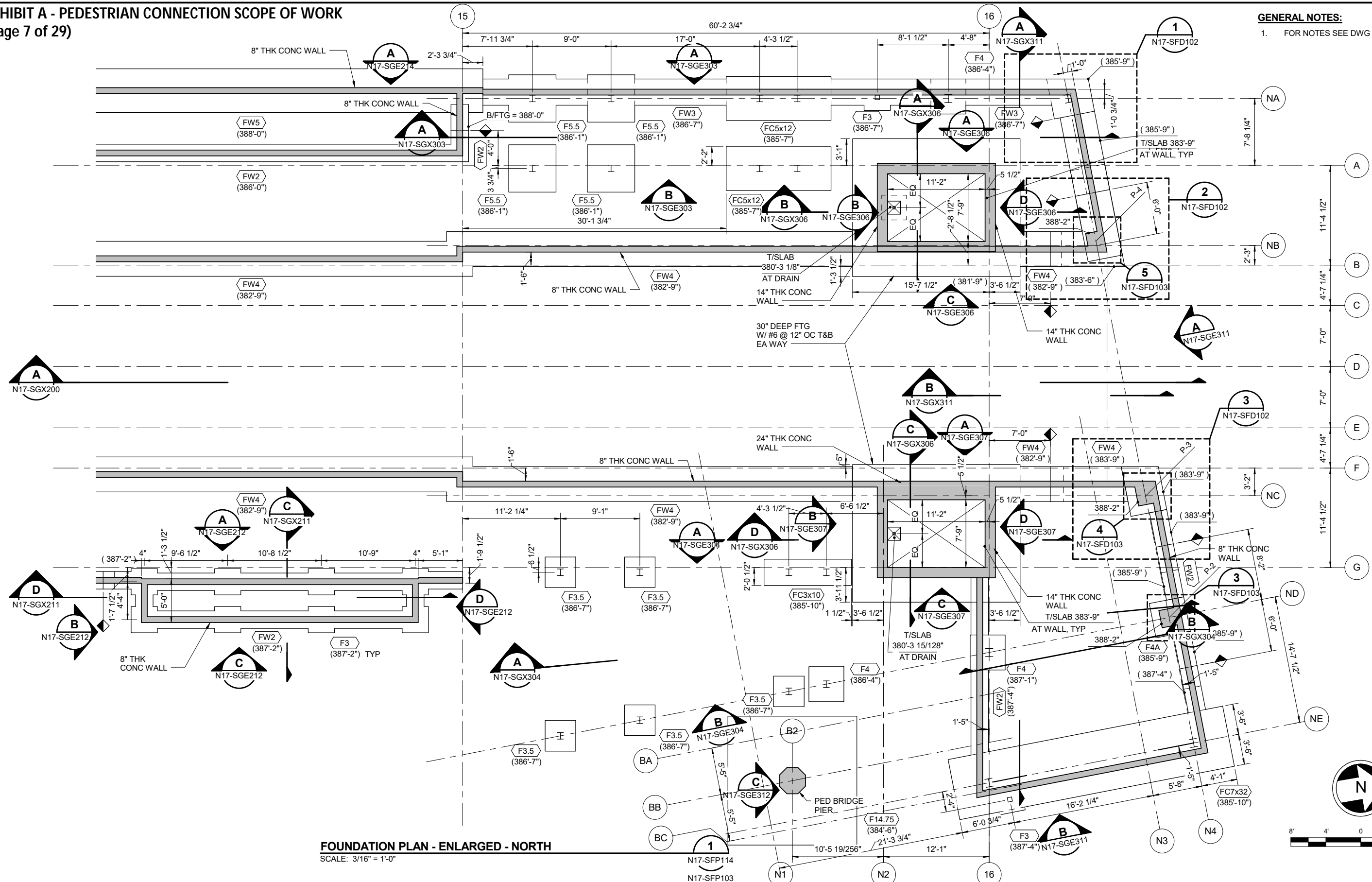


**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**

(Page 7 of 29)

**GENERAL NOTES:**

- FOR NOTES SEE DWG N17-SFP100.

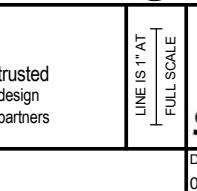
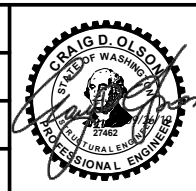


**FOUNDATION PLAN - ENLARGED - NORTH**  
SCALE: 3/16" = 1'-0"

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| No. | DATE     | DSN | CHK | APP | REVISION            |
|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

DESIGNED BY:  
C. LEVAN  
DRAWN BY:  
M. GOLEZ  
CHECKED BY:  
D. ARNDT  
APPROVED BY:  
C. OLSON



SCALE:  
3/16" = 1'-0"  
FILENAME:  
L200-N17-S  
CONTRACT No.:  
RTA / CN 0079-15C  
DATE:  
09/30/2019

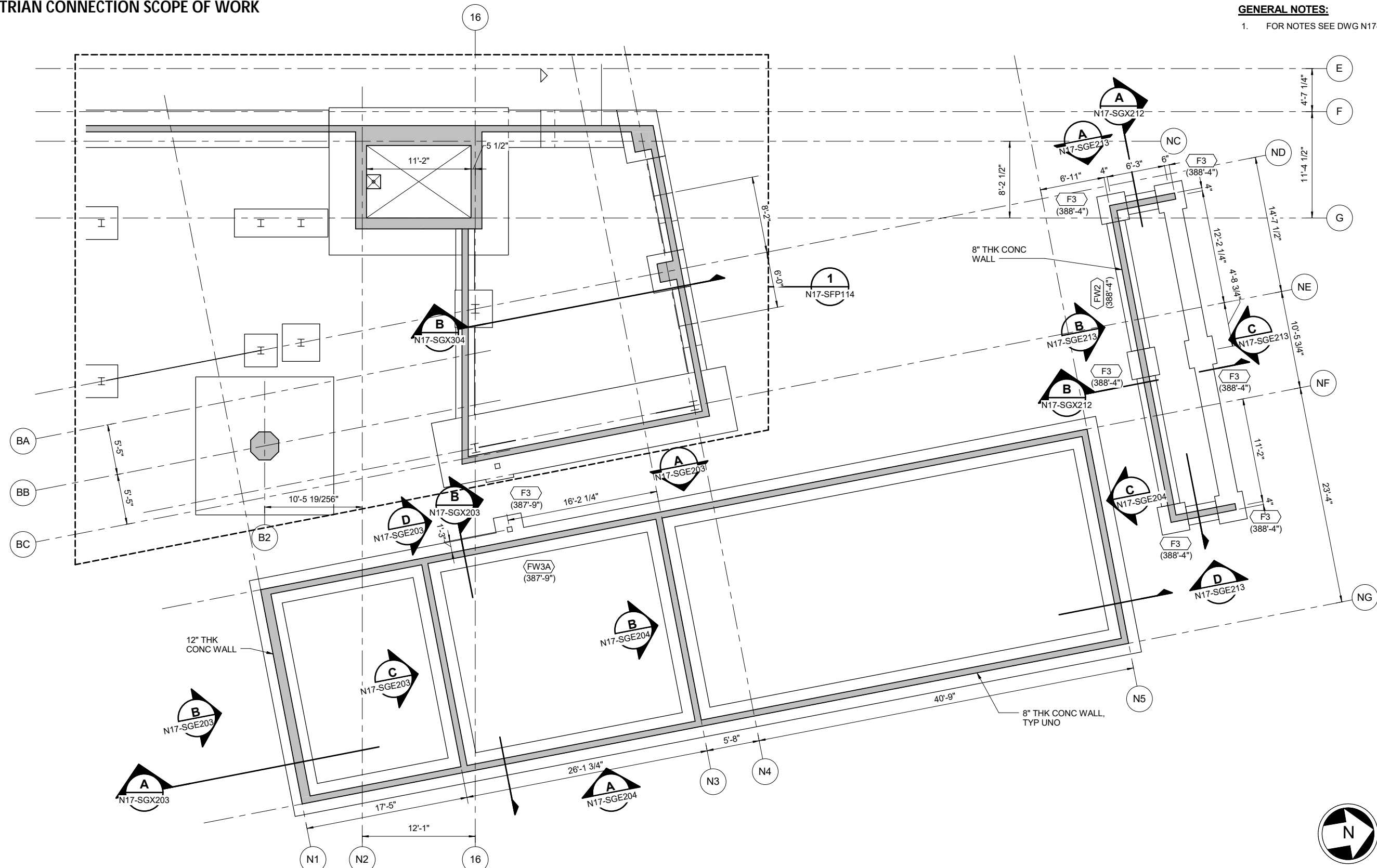
**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO 200TH STREET  
SHORELINE NORTH/185TH STATION - STRUCTURE  
FOUNDATION PLAN - ENLARGED - NORTH

DRAWING No.:  
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FACILITY ID:  
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SHEET No.:  
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REV:  
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JUN 18 2020 COM19-0580

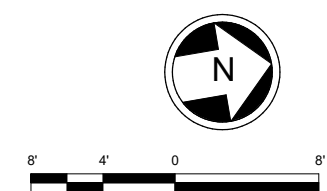
**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 8 of 29)

**GENERAL NOTES:**  
1. FOR NOTES SEE DWG N17-SFP100.



**FOUNDATION PLAN - ENLARGED - N ANCILLARY STRUCTURE**  
SCALE: 3/16" = 1'-0"

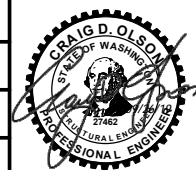
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N17-SFP115  
N17-SFP103



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| No. | DATE     | DSN | CHK | APP | REVISION            |
|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

DESIGNED BY:  
C. LEVAN  
DRAWN BY:  
M. GOLEZ  
CHECKED BY:  
D. ARNDT  
APPROVED BY:  
C. OLSON



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LINE IS 1" AT FULL SCALE



SCALE:  
3/16" = 1'-0"  
FILENAME:  
L200-N17-S  
CONTRACT No.:  
RTA / CN 0079-15C  
DATE:  
09/30/2019

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO 200TH STREET  
  
SHORELINE NORTH/185TH STATION - STRUCTURE  
FOUNDATION PLAN - ENLARGED - N ANCILLARY STRUCTURE

DRAWING No.:  
**N17-SFP115**  
FACILITY ID:  
N17  
SHEET No.:  
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REV:  
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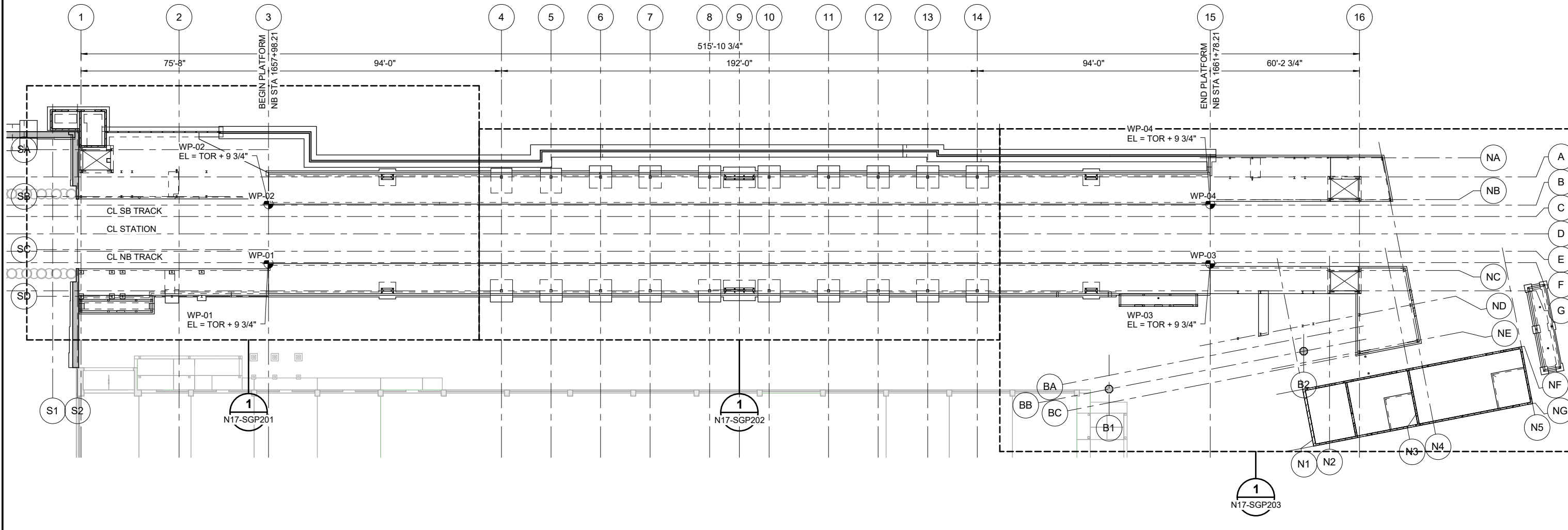
JUN 18 2020 COM19-0580

**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 9 of 29)

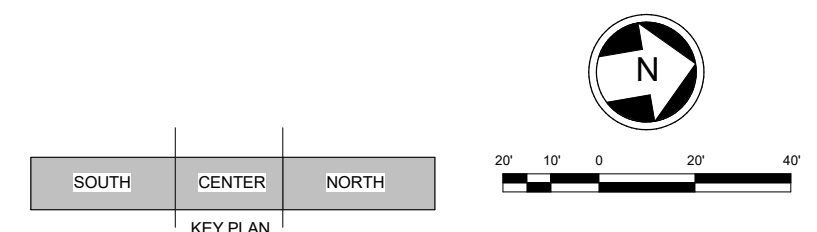
**GENERAL NOTES:**

1. X'-X" INDICATES TOP OF STRUCTURAL SLAB/DECK ELEVATION.
2. S-X INDICATES SLAB/DECK TYPE.
3. BF INDICATES BRACED FRAME MEMBER. SEE ELEVATIONS FOR SIZE.
4. BP-X INDICATES BASE PLATE TYPE. SEE BASE PLATE SCHEDULE ON DWG N17-SGS011.
5. (X") INDICATES +/- ELEVATION FROM TOP OF RAIL ELEVATION (TOR) PER DWG L85-KAP121.
6. REFERENCE DRAWINGS:  
 STRUCTURAL GENERAL LEGEND AND SYMBOLS  
 STRUCTURAL NOTES  
 STATEMENT OF SPECIAL INSPECTIONS AND TESTING  
 SLAB AND DECK SCHEDULE  
 RAILING EMBED PLATES

N17-SZN001  
 N17-SZN002 - N17-SZN004  
 N17-SZN011 - N17-SZN015  
 N17-SGS011  
 N17-AED400 - N17-AED404



**PLATFORM PLAN - OVERALL**  
 SCALE: 1" = 20'-0"



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| No. | DATE     | DSN | CHK | APP | REVISION            |
|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

DESIGNED BY:  
C. LEVAN  
 DRAWN BY:  
M. GOLEZ  
 CHECKED BY:  
D. ARNDT  
 APPROVED BY:  
C. OLSON



trusted design partners

LINE IS 1" AT FULL SCALE



SCALE:  
1" = 20'-0"  
 FILENAME:  
L200-N17-S  
 CONTRACT No.:  
RTA / CN 0079-15C  
 DATE:  
09/30/2019

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
 NORTHGATE STATION TO 200TH STREET  
 SHORELINE NORTH/185TH STATION - STRUCTURE  
 PLATFORM PLAN - OVERALL

DRAWING No.:  
**N17-SGP200**  
 FACILITY ID:  
N17  
 SHEET No.:  
3144  
 REV:  
0

SUBMITTED BY:  
S. BURCH

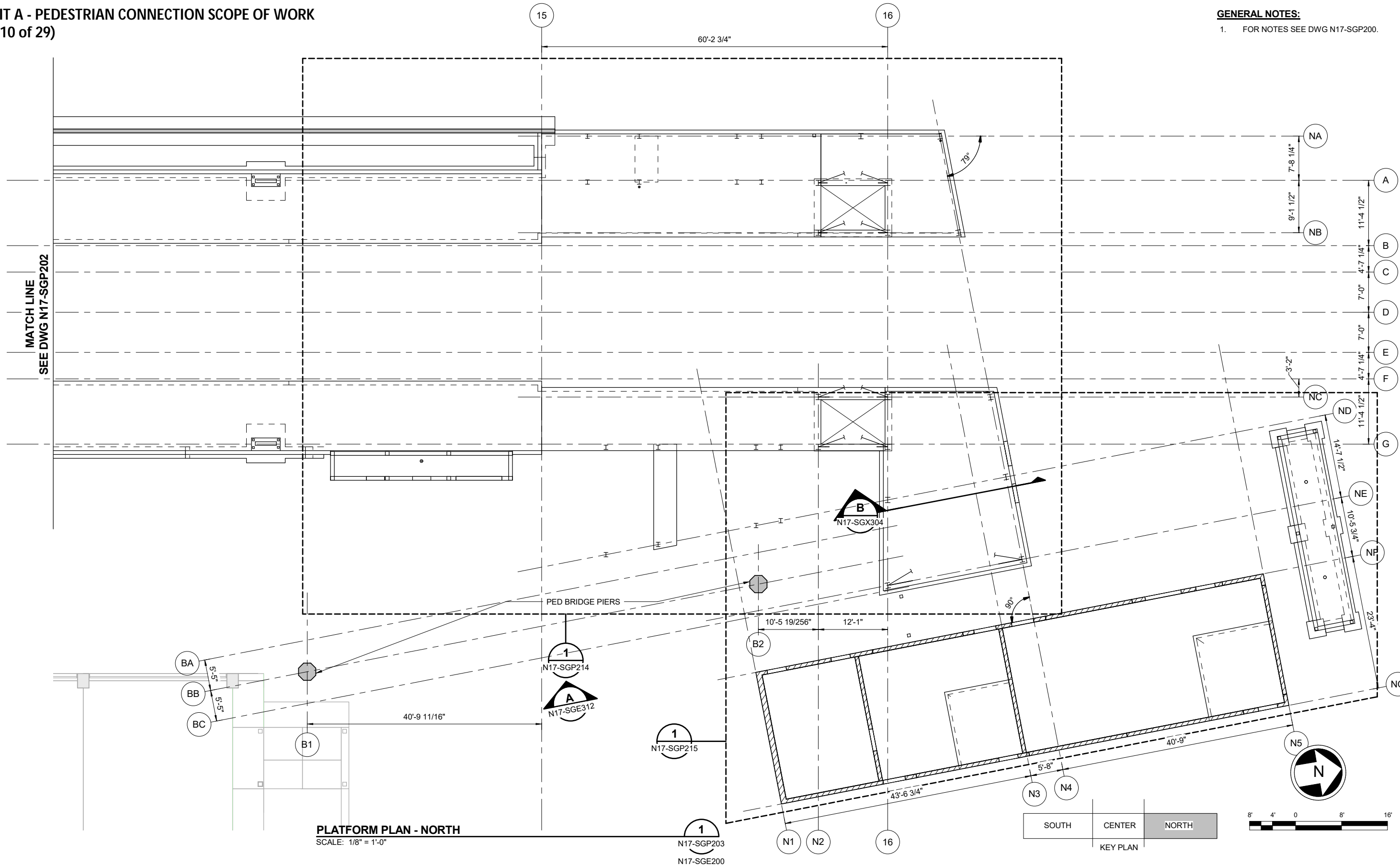
DATE:  
09/30/2019

REVIEWED BY:  
F. CHIHAB

DATE:  
09/30/2019

**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 10 of 29)

**GENERAL NOTES:**  
1. FOR NOTES SEE DWG N17-SGP200.



**PLATFORM PLAN - NORTH**  
SCALE: 1/8" = 1'-0"

9/17/2019 6:20:42 PM C:\Revit Models\2016\L200-N17-S-v2016\_chris.levan@kpf.com.rvt

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| No. | DATE     | DSN | CHK | APP | REVISION            |
|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

DESIGNED BY:  
C. LEVAN  
DRAWN BY:  
M. GOLEZ  
CHECKED BY:  
D. ARNDT  
APPROVED BY:  
C. OLSON



trusted design partners

LINE IS 1" AT FULL SCALE



SCALE:  
1/8" = 1'-0"  
FILENAME:  
L200-N17-S  
CONTRACT No.:  
RTA / CN 0079-15C  
DATE:  
09/30/2019

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO 200TH STREET  
**SHORELINE NORTH/185TH STATION - STRUCTURE**  
PLATFORM PLAN - NORTH

DRAWING No.:  
**N17-SGP203**  
FACILITY ID:  
N17  
SHEET No.:  
3147  
REV:  
0

SUBMITTED BY:  
S. BURCH

DATE:  
09/30/2019

REVIEWED BY:  
F. CHIHAB

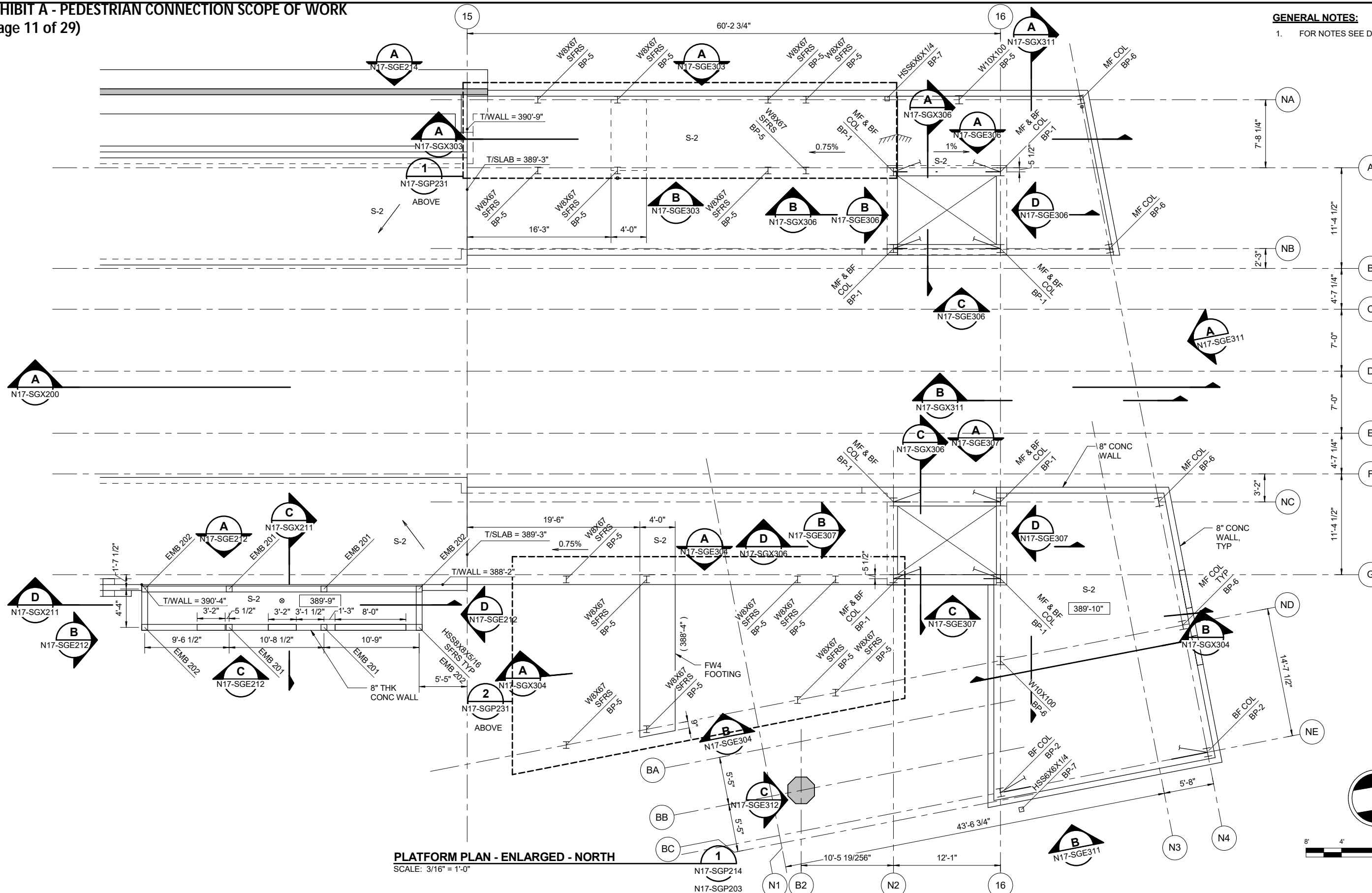
DATE:  
09/30/2019



EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK

(Page 11 of 29)

GENERAL NOTES:  
1. FOR NOTES SEE DWG N17-SGP200.



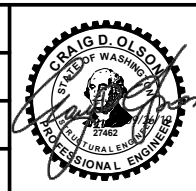
PLATFORM PLAN - ENLARGED - NORTH  
SCALE: 3/16" = 1'-0"

9/17/2019 6:20:47 PM  
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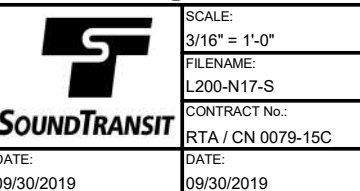
JUN 18 2020 COM19-0580

| No. | DATE     | DSN | CHK | APP | REVISION            |
|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

DESIGNED BY:  
C. LEVAN  
DRAWN BY:  
M. GOLEZ  
CHECKED BY:  
D. ARNDT  
APPROVED BY:  
C. OLSON



trusted design partners  
SUBMITTED BY:  
S. BURCH  
DATE:  
09/30/2019

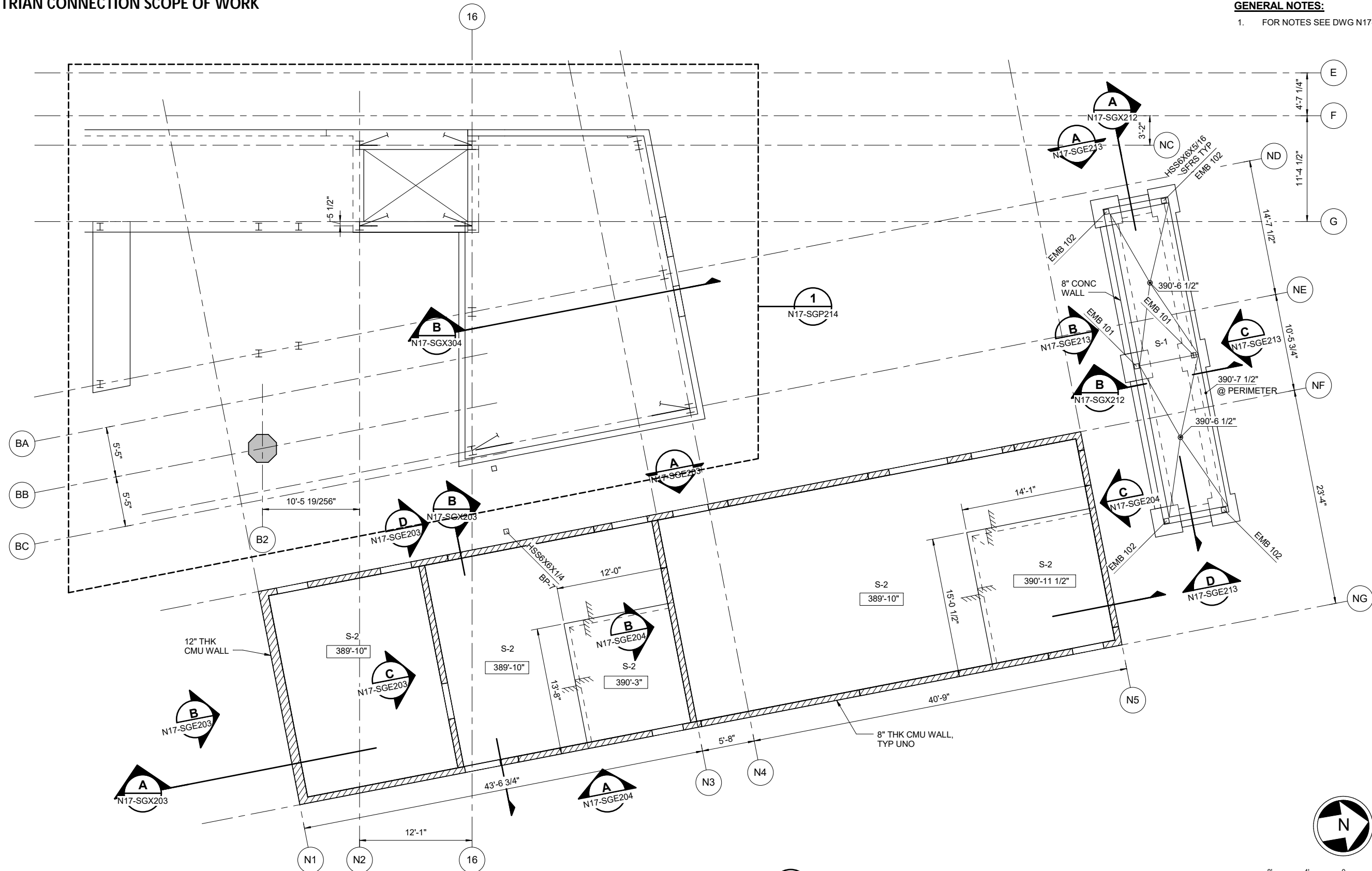


SCALE:  
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FILENAME:  
L200-N17-S  
CONTRACT No.:  
RTA / CN 0079-15C  
DATE:  
09/30/2019

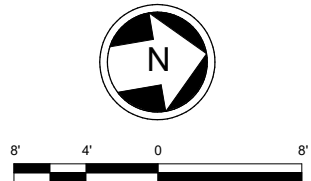
DRAWING No.:  
N17-SGP214  
FACILITY ID:  
N17  
SHEET No.:  
3151  
REV:  
0

EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK  
(Page 12 of 29)

GENERAL NOTES:  
1. FOR NOTES SEE DWG N17-SGP200.



**1**  
PLATFORM PLAN - ENLARGED - N ANCILLARY STRUCTURE  
SCALE: 3/16" = 1'-0"  
N17-SGP215  
N17-SGP203

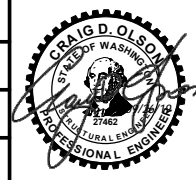


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JUN 18 2020 COM19-0580

| No. | DATE     | DSN | CHK | APP | REVISION            |
|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

DESIGNED BY:  
C. LEVAN  
DRAWN BY:  
M. GOLEZ  
CHECKED BY:  
D. ARNDT  
APPROVED BY:  
C. OLSON



trusted design partners

SUBMITTED BY:  
S. BURCH

DATE:  
09/30/2019

REVIEWED BY:  
F. CHIHAB



DATE:  
09/30/2019

SCALE:  
3/16" = 1'-0"  
FILENAME:  
L200-N17-S  
CONTRACT No.:  
RTA / CN 0079-15C  
DATE:  
09/30/2019

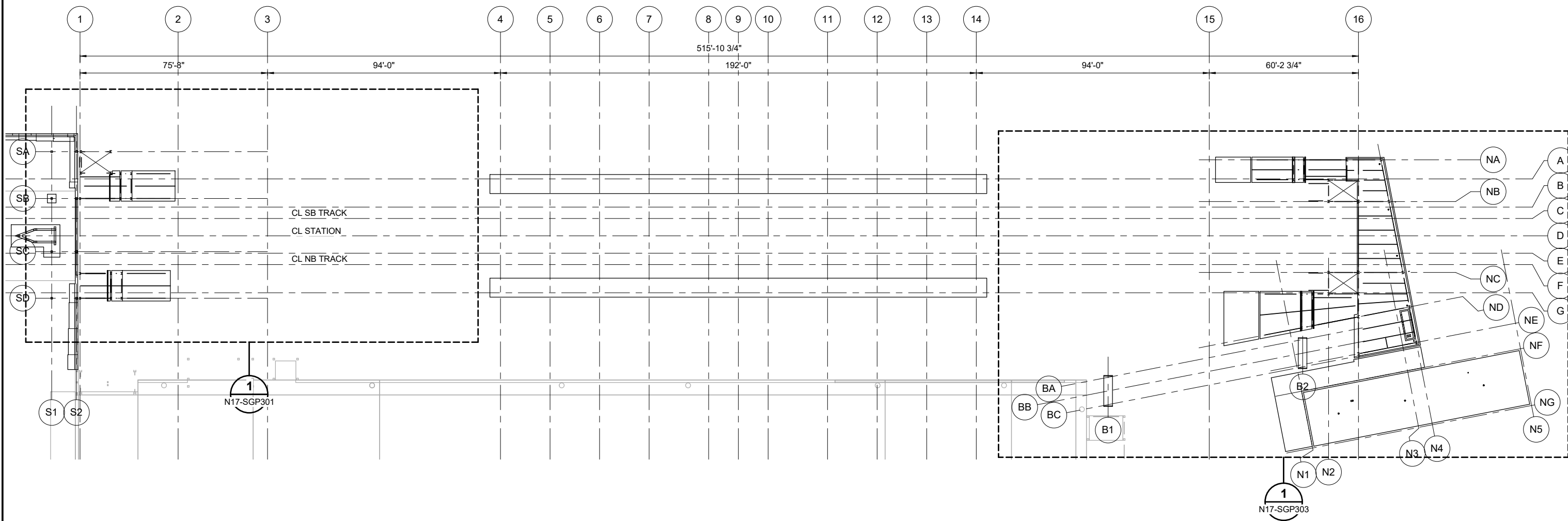
**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO 200TH STREET  
  
SHORELINE NORTH/185TH STATION - STRUCTURE  
PLATFORM PLAN - ENLARGED - N ANCILLARY STRUCTURE

DRAWING No.:  
**N17-SGP215**  
FACILITY ID:  
N17  
SHEET No.:  
3152  
REV:  
0

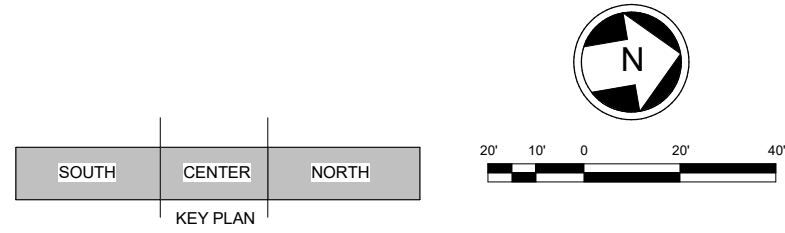
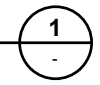
**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 13 of 29)

**GENERAL NOTES:**

1. X-X" INDICATES TOP OF STRUCTURAL SLAB/DECK ELEVATION.
2. TOP OF STEEL ELEVATION IS AT THE TOP OF SLAB/DECK ELEVATION MINUS THE SLAB OR DECK THICKNESS.
3. S-X INDICATES SLAB/DECK TYPE.
4. REFERENCE DRAWINGS:  
 STRUCTURAL GENERAL LEGEND AND SYMBOLS N17-SZN001  
 STRUCTURAL NOTES N17-SZN002 - N17-SZN004  
 STATEMENT OF SPECIAL INSPECTIONS AND TESTING N17-SZN011 - N17-SZN015  
 SLAB AND DECK SCHEDULES N17-SGS011  
 SOUTHWEST RETAINING WALL N17-SFD121  
 RAILING EMBED PLATES N17-AED400 - N17-AED404



**PLAZA PLAN - OVERALL**  
SCALE: 1" = 20'-0"



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|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

DESIGNED BY:  
C. LEVAN  
DRAWN BY:  
M. GOLEZ  
CHECKED BY:  
D. ARNDT  
APPROVED BY:  
C. OLSON



trusted design partners

LINE IS 1" AT FULL SCALE



SCALE:  
1" = 20'-0"  
FILENAME:  
L200-N17-S  
CONTRACT No.:  
RTA / CN 0079-15C  
DATE:  
09/30/2019

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO 200TH STREET  
SHORELINE NORTH/185TH STATION - STRUCTURE  
PLAZA PLAN - OVERALL

DRAWING No.:  
**N17-SGP300**  
FACILITY ID:  
N17  
SHEET No.:  
3155  
REV:  
0

SUBMITTED BY:  
S. BURCH

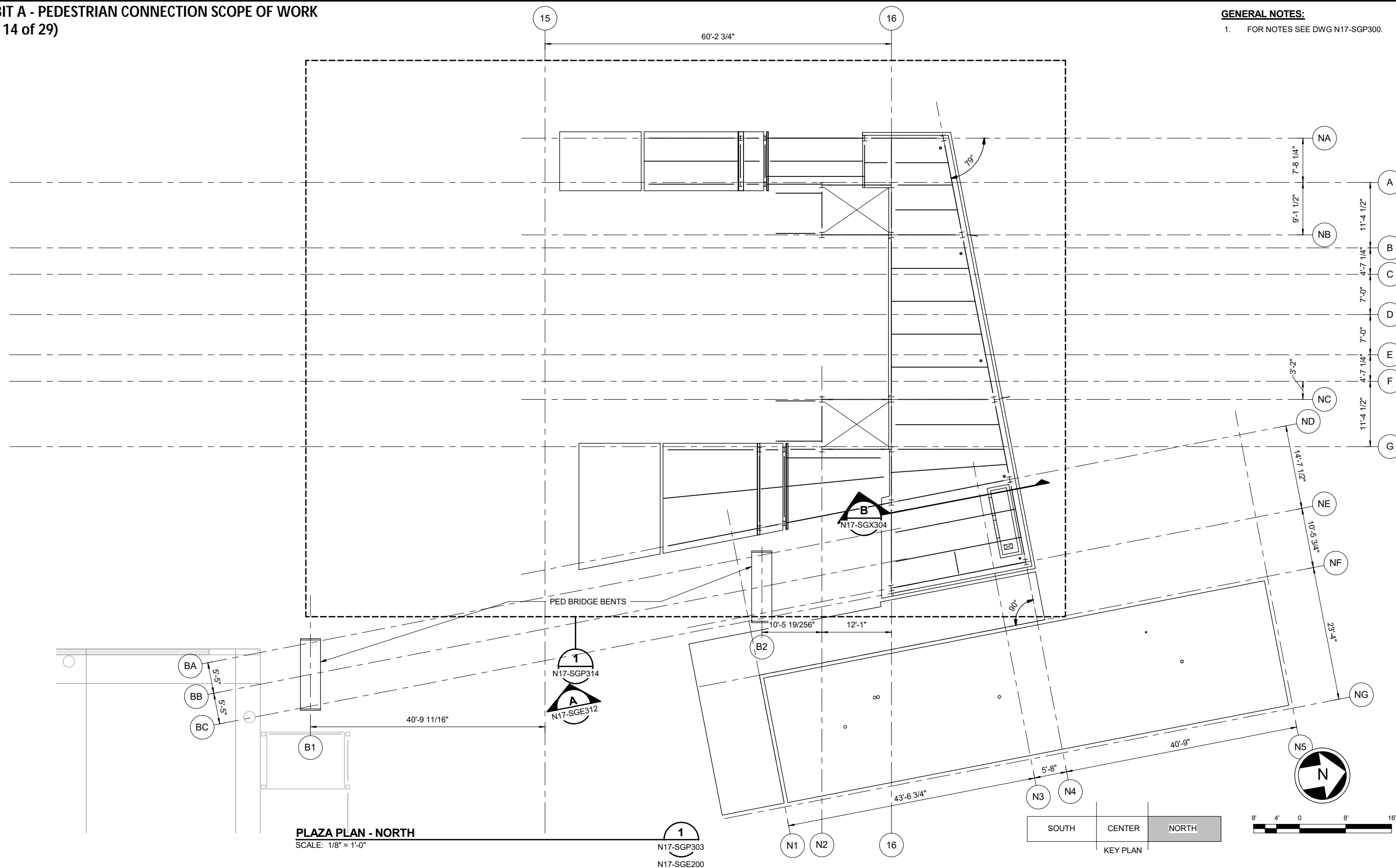
DATE:  
7/5-23  
09/30/2019

REVIEWED BY:  
F. CHIHAB

DATE:  
09/30/2019

**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 14 of 29)

**GENERAL NOTES:**  
1. FOR NOTES SEE DWG N17-SGP300.



**PLAZA PLAN - NORTH**  
SCALE: 1/8" = 1'-0"

9/17/2019 6:20:55 PM C:\Revit Models\2016\L200-N17-S-v2016\_chris.levan@kpf.com.rvt

JUN 18 2020 COM19-0580

| No. | DATE     | DSN | CHK | APP | REVISION            |
|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

DESIGNED BY:  
C. LEVAN  
DRAWN BY:  
M. GOLEZ  
CHECKED BY:  
D. ARNDT  
APPROVED BY:  
C. OLSON



trusted design partners

LINE IS 1" AT FULL SCALE



SCALE:  
1/8" = 1'-0"  
FILENAME:  
L200-N17-S  
CONTRACT No.:  
RTA / CN 0079-15C  
DATE:  
09/30/2019

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO 200TH STREET  
SHORELINE NORTH/185TH STATION - STRUCTURE  
PLAZA PLAN - NORTH

DRAWING No.:  
**N17-SGP303**  
FACILITY ID:  
N17  
SHEET No.:  
3157  
REV:  
0

SUBMITTED BY:  
S. BURCH

DATE:  
7/5-24  
09/30/2019

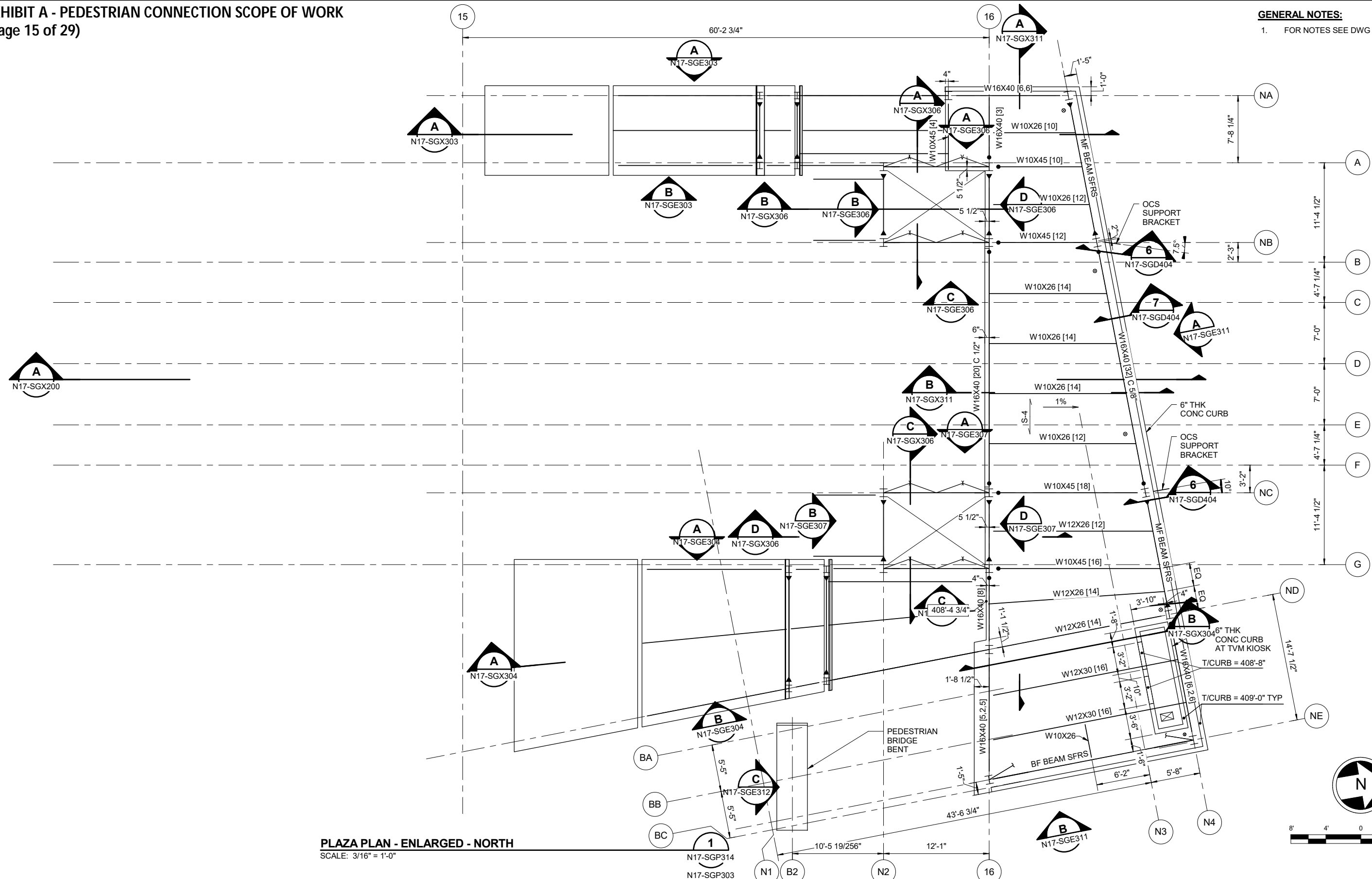
REVIEWED BY:  
F. CHIHAB

DATE:  
09/30/2019



**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 15 of 29)

**GENERAL NOTES:**  
1. FOR NOTES SEE DWG N17-SGP300.



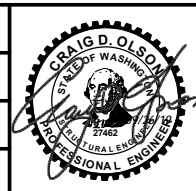
**PLAZA PLAN - ENLARGED - NORTH**  
SCALE: 3/16" = 1'-0"

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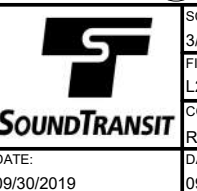
JUN 18 2020 COM19-0580

| No. | DATE     | DSN | CHK | APP | REVISION            |
|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

DESIGNED BY:  
C. LEVAN  
DRAWN BY:  
M. GOLEZ  
CHECKED BY:  
D. ARNDT  
APPROVED BY:  
C. OLSON



trusted design partners  
SUBMITTED BY:  
S. BURCH  
DATE:  
09/30/2019



SCALE:  
3/16" = 1'-0"  
FILENAME:  
L200-N17-S  
CONTRACT No.:  
RTA / CN 0079-15C  
DATE:  
09/30/2019

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO 200TH STREET  
SHORELINE NORTH/185TH STATION - STRUCTURE  
PLAZA PLAN - ENLARGED - NORTH

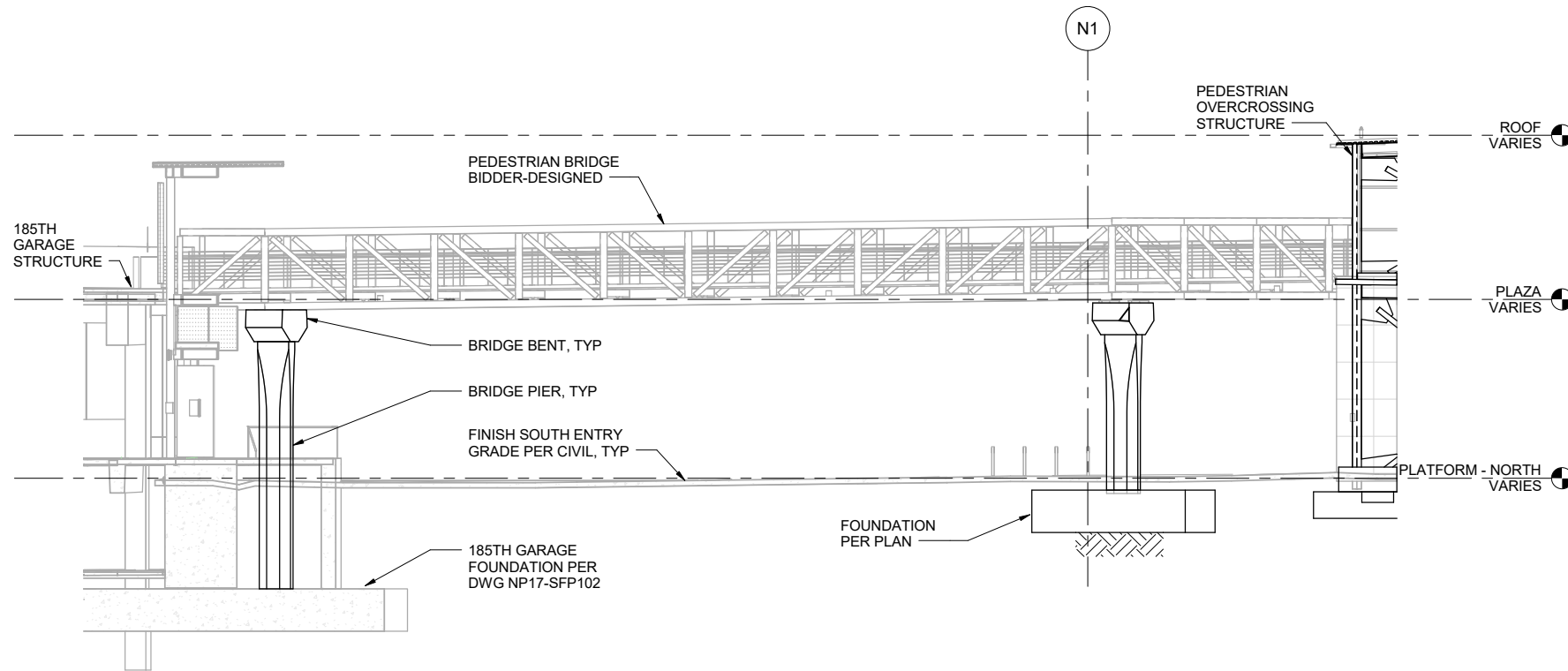
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|--------------|------------|
| DRAWING No.: | N17-SGP314 |
| FACILITY ID: | N17        |
| SHEET No.:   | 3159       |
| REV:         | 0          |

**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 16 of 29)

**GENERAL NOTES:**

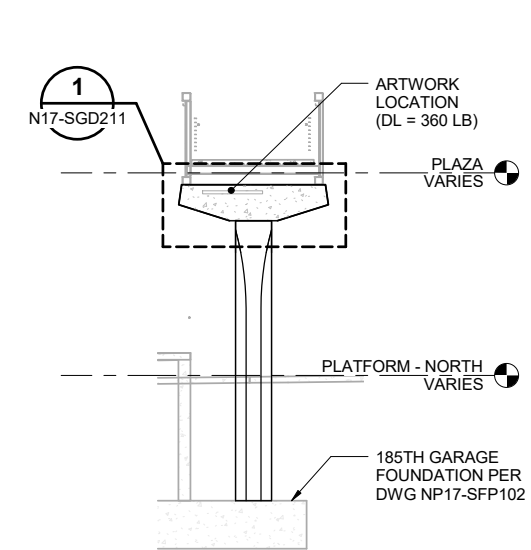
1. REFERENCE DRAWINGS:  
BRIDGE ARCH DETAILS

N17-AAP003



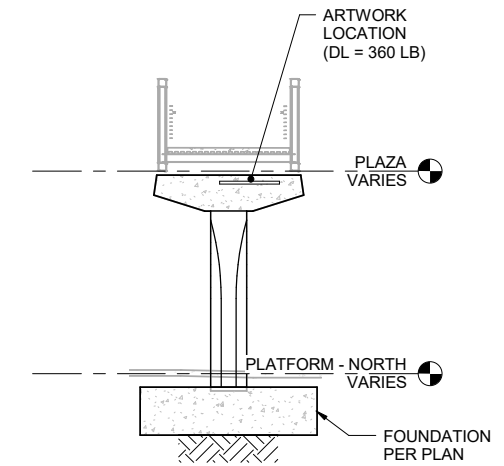
**ELEVATION - PED BRIDGE**  
SCALE: 1/8" = 1'-0"

**A**  
N17-SGE312  
N17-SFP103



**ELEVATION - PED BRIDGE - BENT - S**  
SCALE: 1/8" = 1'-0"

**B**  
N17-SGE312  
N17-SFP103



**ELEVATION - PED BRIDGE - BENT - N**  
SCALE: 1/8" = 1'-0"

**C**  
N17-SGE312  
N17-SFP114



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|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

DESIGNED BY:  
**C. LEVAN**

DRAWN BY:  
**M. GOLEZ**

CHECKED BY:  
**D. ARNDT**

APPROVED BY:  
**C. OLSON**



trusted design partners

LINE IS 1" AT FULL SCALE



SCALE:  
1/8" = 1'-0"

FILENAME:  
L200-N17-S

CONTRACT No.:  
RTA / CN 0079-15C

DATE:  
09/30/2019

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO 200TH STREET

SHORELINE NORTH/185TH STATION - STRUCTURE  
ELEVATIONS - PEDESTRIAN BRIDGE

|              |                   |
|--------------|-------------------|
| DRAWING No.: | <b>N17-SGE312</b> |
| FACILITY ID: | N17               |
| SHEET No.:   | 3190              |
| REV:         | 0                 |

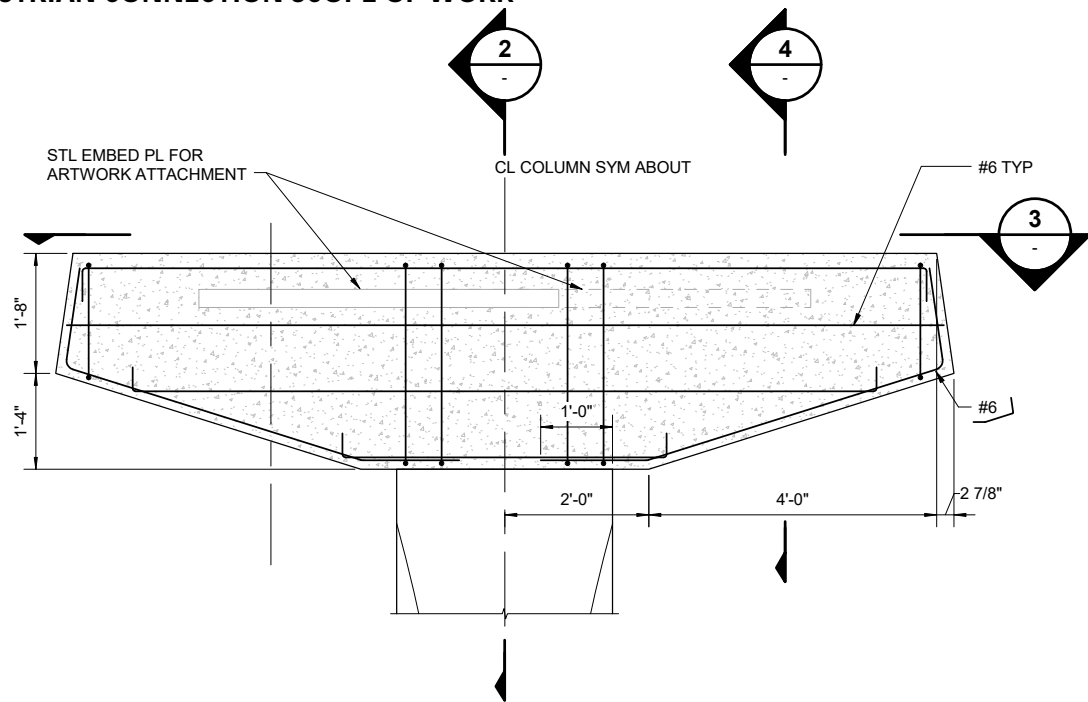
SUBMITTED BY:  
S. BURCH

DATE:  
09/30/2019

REVIEWED BY:  
F. CHIHAB

DATE:  
09/30/2019

**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 17 of 29)



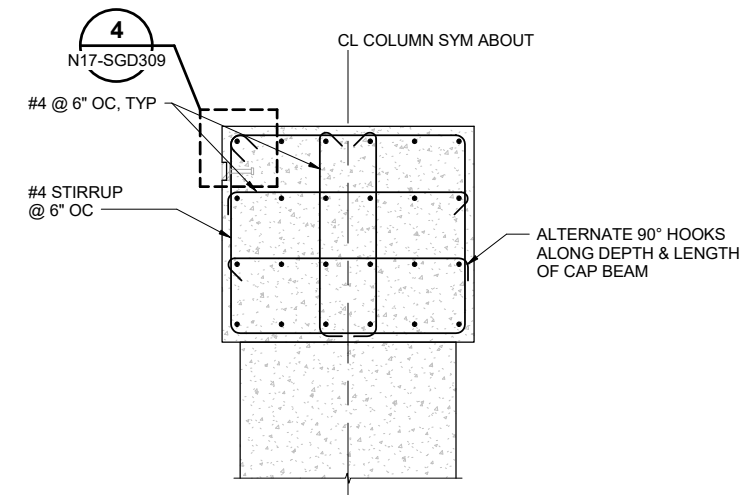
**CAP BEAM ELEVATION**

SCALE: 3/4" = 1'-0"

1

N17-SGD211

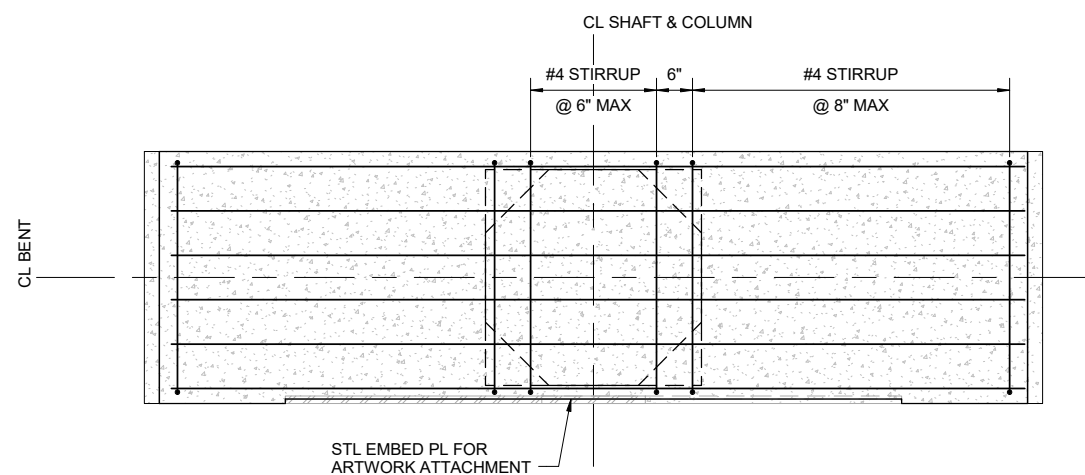
N17-SGE312



**SECTION**

SCALE: 3/4" = 1'-0"

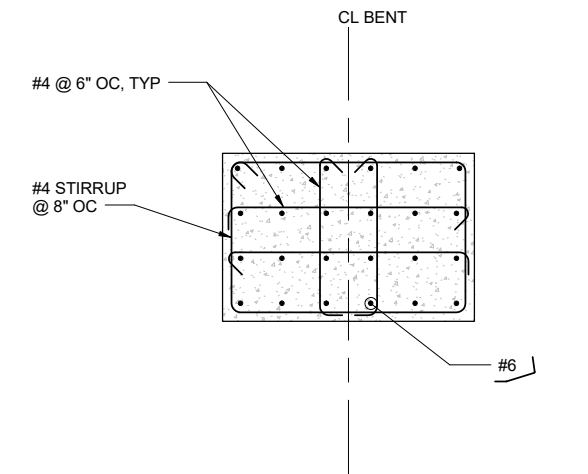
2



**PLAN VIEW**

SCALE: 3/4" = 1'-0"

3



**SECTION**

SCALE: 3/4" = 1'-0"

4

9/17/2019 6:19:29 PM C:\Revit Models\2016\L200-N17-S-v2016\_chris.levan@kpf.com.rvt

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|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

DESIGNED BY:  
C. LEVAN  
DRAWN BY:  
M. GOLEZ  
CHECKED BY:  
D. ARNDT  
APPROVED BY:  
C. OLSON



trusted design partners

LINE IS 1" AT FULL SCALE



SCALE:  
3/4" = 1'-0"  
FILENAME:  
L200-N17-S  
CONTRACT No.:  
RTA / CN 0079-15C  
DATE:  
09/30/2019

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO 200TH STREET  
  
SHORELINE NORTH/185TH STATION - STRUCTURE  
PEDESTRIAN BRIDGE CONCRETE DETAILS

DRAWING No.:  
**N17-SGD211**  
FACILITY ID:  
N17  
SHEET No.:  
3224  
REV:  
0

SUBMITTED BY:  
S. BURCH

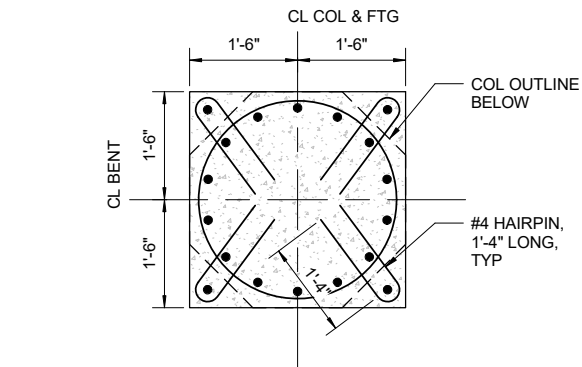
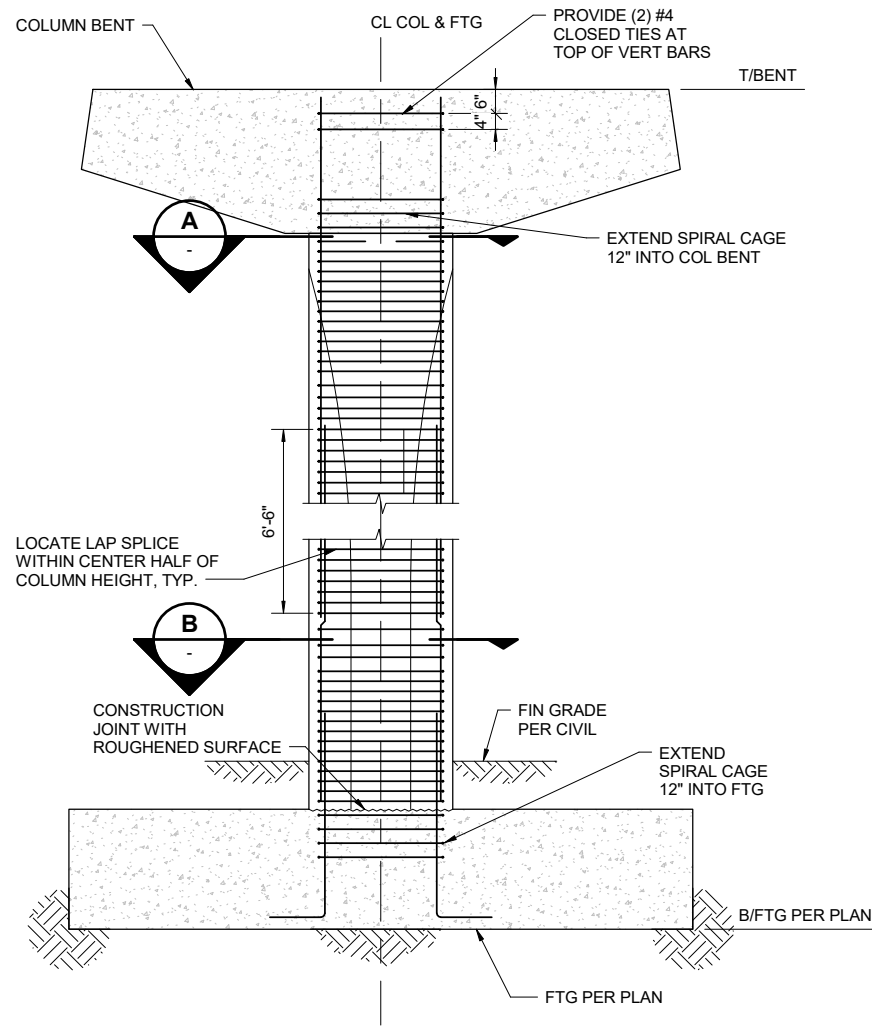
DATE:  
09/30/2019

REVIEWED BY:  
F. CHIHAB

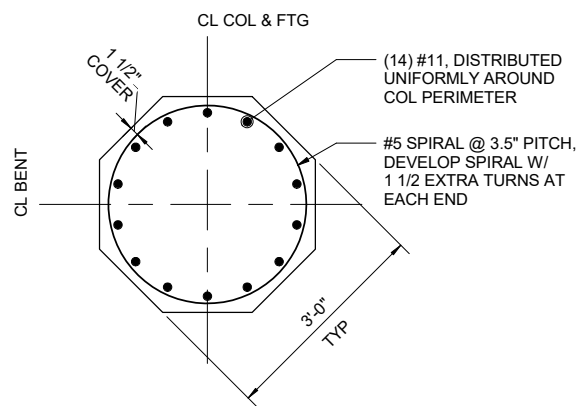
DATE:  
09/30/2019

JUN 18 2020 COM19-0580

**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 18 of 29)



**SECTION A**  
SCALE: 3/4" = 1'-0"

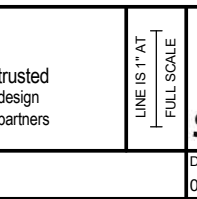
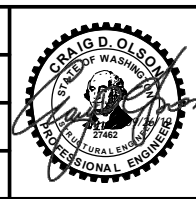


**SECTION B**  
SCALE: 3/4" = 1'-0"

9/17/2019 6:19:30 PM C:\Revit Models\2016\L200-N17-S-v2016\_chris.levan@kpf.com.rvt

| No. | DATE     | DSN | CHK | APP | REVISION            |
|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

|                          |
|--------------------------|
| DESIGNED BY:<br>C. LEVAN |
| DRAWN BY:<br>M. GOLEZ    |
| CHECKED BY:<br>D. ARNDT  |
| APPROVED BY:<br>C. OLSON |



|                                    |
|------------------------------------|
| SCALE:<br>AS NOTED                 |
| FILENAME:<br>L200-N17-S            |
| CONTRACT No.:<br>RTA / CN 0079-15C |
| DATE:<br>09/30/2019                |

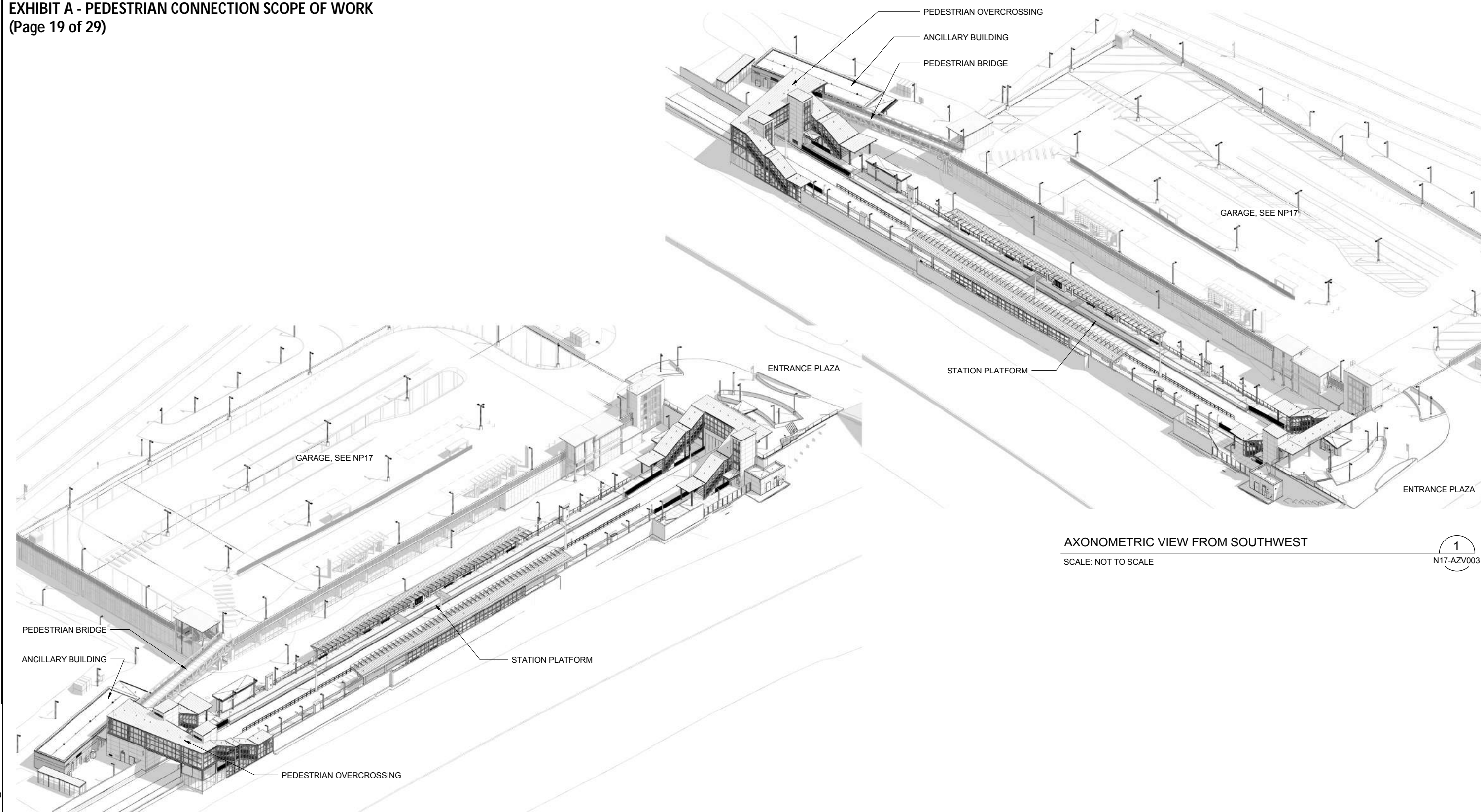
|   |  |
|---|--|
| <b>LYNNWOOD LINK EXTENSION</b>            |  |
| <b>CONTRACT L200</b>                      |  |
| NORTHGATE STATION TO 200TH STREET         |  |
| SHORELINE NORTH/185TH STATION - STRUCTURE |  |
| PEDESTRIAN BRIDGE CONCRETE DETAILS        |  |

|              |            |
|--------------|------------|
| DRAWING No.: | N17-SGD212 |
| FACILITY ID: | N17        |
| SHEET No.:   | 3225       |
| REV:         | 0          |

JUN 18 2020 COM19-0580



**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 19 of 29)



AXONOMETRIC VIEW FROM SOUTHWEST

SCALE: NOT TO SCALE

1  
N17-AZV003

AXONOMETRIC VIEW FROM NORTHWEST

SCALE: NOT TO SCALE

2  
N17-AZV003

9/26/2019 2:36:56 PM C:\Users\kath\Documents\L200-N17-A-v2016\_kathi@rolludaarchitects.com.rvt

JUN 18 2020 COM19-0580

| No. | DATE     | DSN | CHK | APP | REVISION            |
|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

|                             |
|-----------------------------|
| DESIGNED BY:<br>C. SCHARRER |
| DRAWN BY:<br>K. WILLIAMS    |
| CHECKED BY:<br>S. CAMERON   |
| APPROVED BY:<br>A. ROLLUDA  |

6250  
REGISTERED ARCHITECT  
*A. Rolluda*  
STATE OF WASHINGTON  
09/27/19

**rolluda architects**  
architecture planning interior design  
**SCHARRERAD**

**HNTB Jacobs**  
trusted design partners

75-29  
09/30/2019

LINE IS 1" AT FULL SCALE  
**SOUNDTRANSIT**

|                                    |
|------------------------------------|
| SCALE:<br>NTS                      |
| FILENAME:<br>L200-N17-A            |
| CONTRACT No.:<br>RTA / CN 0079-15C |
| DATE:<br>09/30/2019                |

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO NE 200TH STREET  
SHORELINE NORTH / 185TH STATION - ARCHITECTURE  
3D VIEWS  
EXTERIOR 3D VIEWS

|                                   |
|-----------------------------------|
| DRAWING No.:<br><b>N17-AZV003</b> |
| FACILITY ID:<br>N17               |
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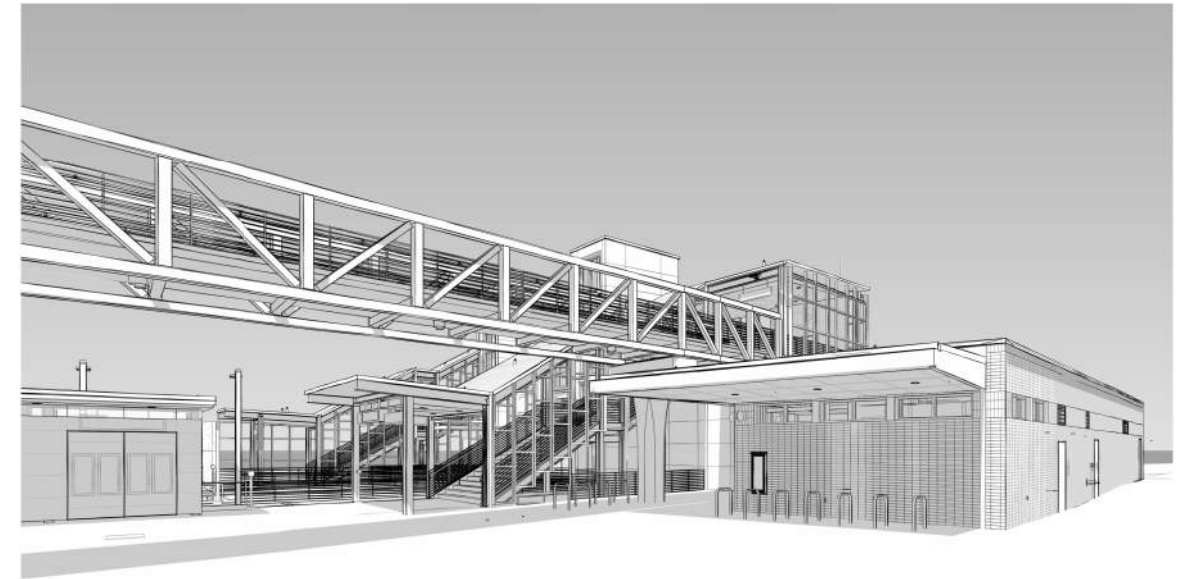
**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 20 of 29)



VIEW - SOUTH PLAZA

SCALE: NOT TO SCALE

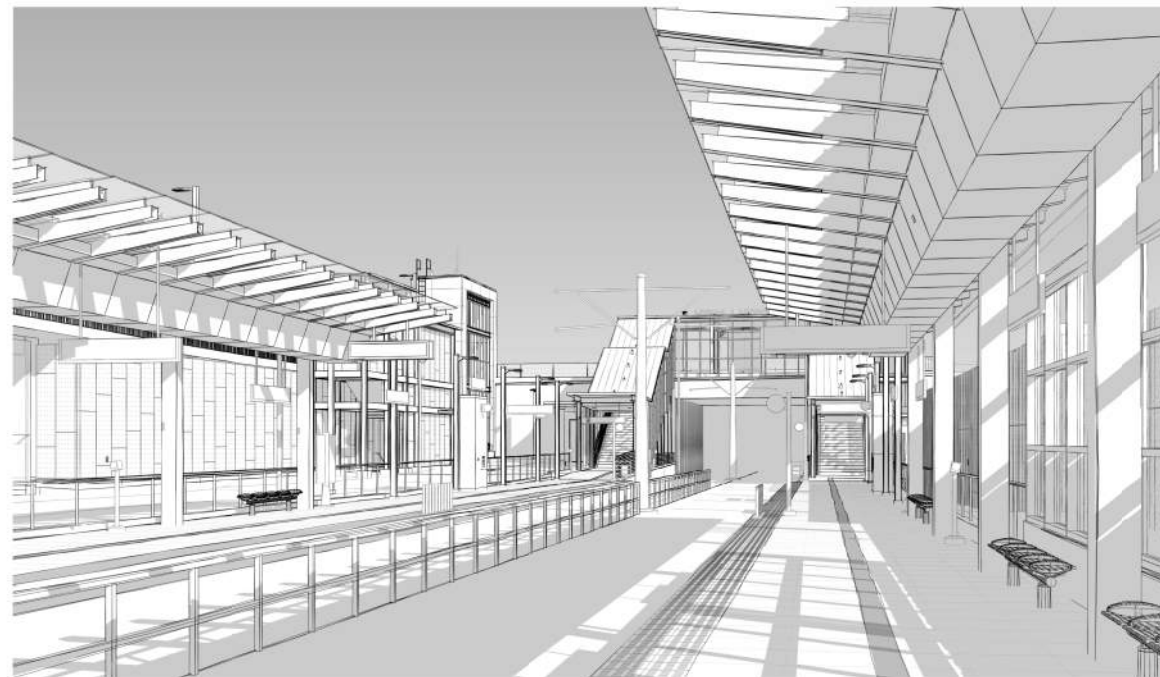
1  
N17-AZV004



VIEW - ANCILLARY FROM ENTRY PLAZA

SCALE: NOT TO SCALE

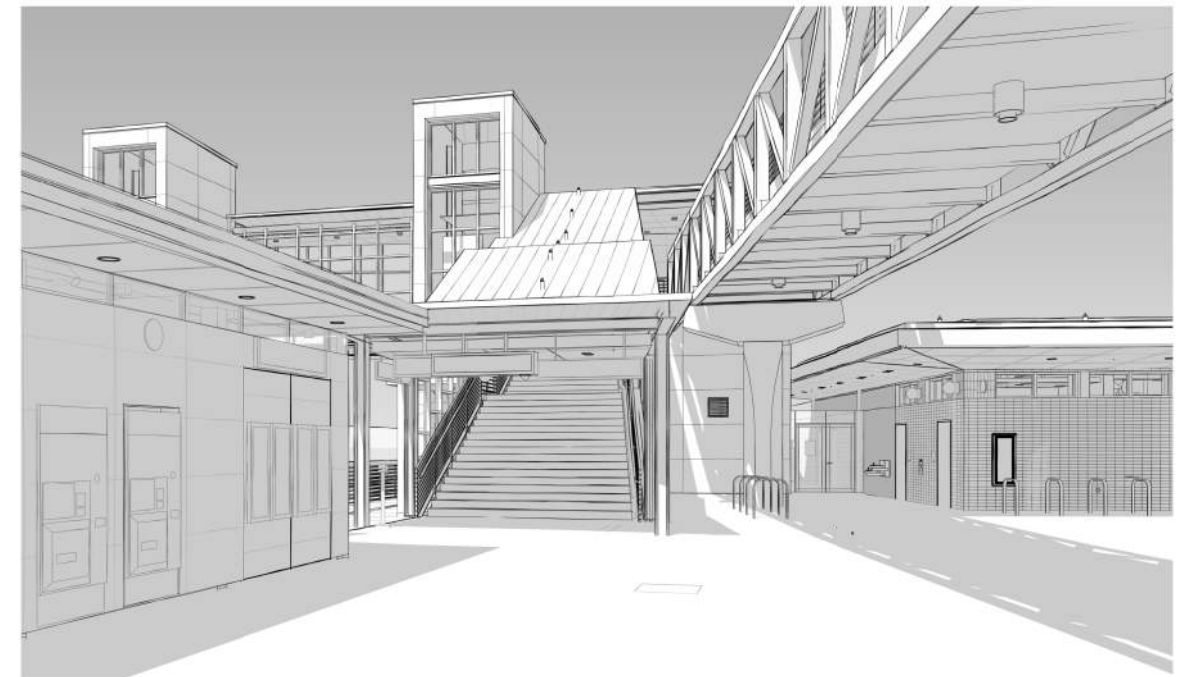
2  
N17-AZV004



VIEW - SOUTHBOUND PLATFORM LOOKING SOUTH

SCALE: NOT TO SCALE

3  
N17-AZV004



VIEW - ANCILLARY FROM PLATFORM PLAZA

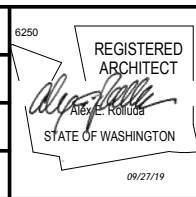
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4  
N17-AZV004

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| No. | DATE     | DSN | CHK | APP | REVISION            |
|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

DESIGNED BY:  
C. SCHARRER  
DRAWN BY:  
K. WILLIAMS  
CHECKED BY:  
S. CAMERON  
APPROVED BY:  
A. ROLLUDA



**rolluda architects**  
architecture planning interior design  
**SCHARRERAD**  
SUBMITTED BY:  
S. BURCH

**HNTB Jacobs**  
trusted design partners  
DATE:  
09/30/2019

REVIEWED BY:  
F. CHIHAB

DATE:  
09/30/2019

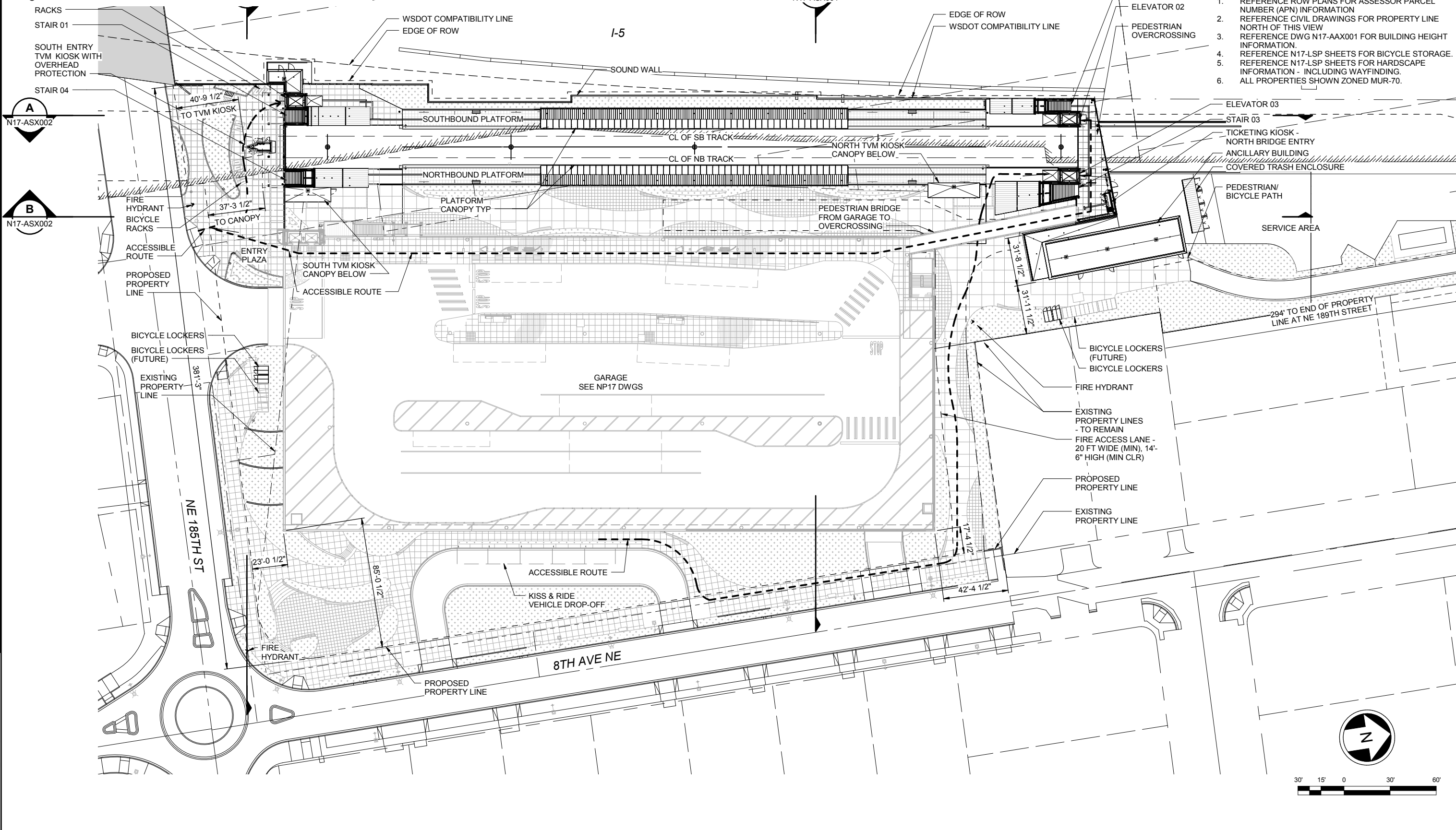
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NTS  
FILENAME:  
L200-N17-A  
CONTRACT No.:  
RTA / CN 0079-15C  
DATE:  
09/30/2019

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO NE 200TH STREET  
SHORELINE NORTH / 185TH STATION - ARCHITECTURE  
3D VIEWS  
EXTERIOR 3D VIEWS

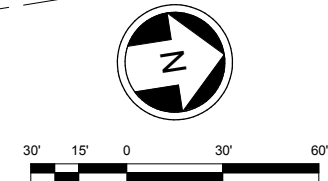
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FACILITY ID:  
N17  
SHEET No.:  
3251  
REV:  
0

JUN 18 2020 COM19-0580

**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 21 of 29)



- SHORELINE MUNICIPAL CODE NOTES:**
1. REFERENCE ROW PLANS FOR ASSESSOR PARCEL NUMBER (APN) INFORMATION
  2. REFERENCE CIVIL DRAWINGS FOR PROPERTY LINE NORTH OF THIS VIEW
  3. REFERENCE DWG N17-AAX001 FOR BUILDING HEIGHT INFORMATION.
  4. REFERENCE N17-LSP SHEETS FOR BICYCLE STORAGE.
  5. REFERENCE N17-LSP SHEETS FOR HARDSCAPE INFORMATION - INCLUDING WAYFINDING.
  6. ALL PROPERTIES SHOWN ZONED MUR-70.



9/26/2019 2:29:19 PM C:\Users\kath@rolludaarchitects.com\rvt

JUN 18 2020 COM19-0580

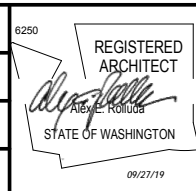
| No. | DATE     | DSN | CHK | APP | REVISION            |
|-----|----------|-----|-----|-----|---------------------|
| 0   | 09/30/19 |     |     |     | ISSUED FOR CONTRACT |

DESIGNED BY:  
**C. SCHARRER**

DRAWN BY:  
**K. WILLIAMS**

CHECKED BY:  
**S. CAMERON**

APPROVED BY:  
**A. ROLLUDA**



**rolluda architects**  
architecture planning interior design

**SCHARRERAD**

SUBMITTED BY:  
**S. BURCH**

**HNTB Jacobs**  
trusted design partners

DATE:  
**7-31**  
09/30/2019

REVIEWED BY:  
**F. CHIHAB**

LINE IS 1" AT FULL SCALE

DATE:  
**09/30/2019**

**SOUNDTRANSIT**

SCALE:  
1" = 30'

FILENAME:  
L200-N17-A

CONTRACT No.:  
RTA / CN 0079-15C

DATE:  
09/30/2019

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO NE 200TH STREET

SHORELINE NORTH / 185TH STATION - ARCHITECTURE  
ARCHITECTURAL SITE PLAN  
SITE PLAN - STATION

DRAWING No.:  
**N17-ASP100**

FACILITY ID:  
**N17**

SHEET No.:  
**3265**

REV:  
**0**



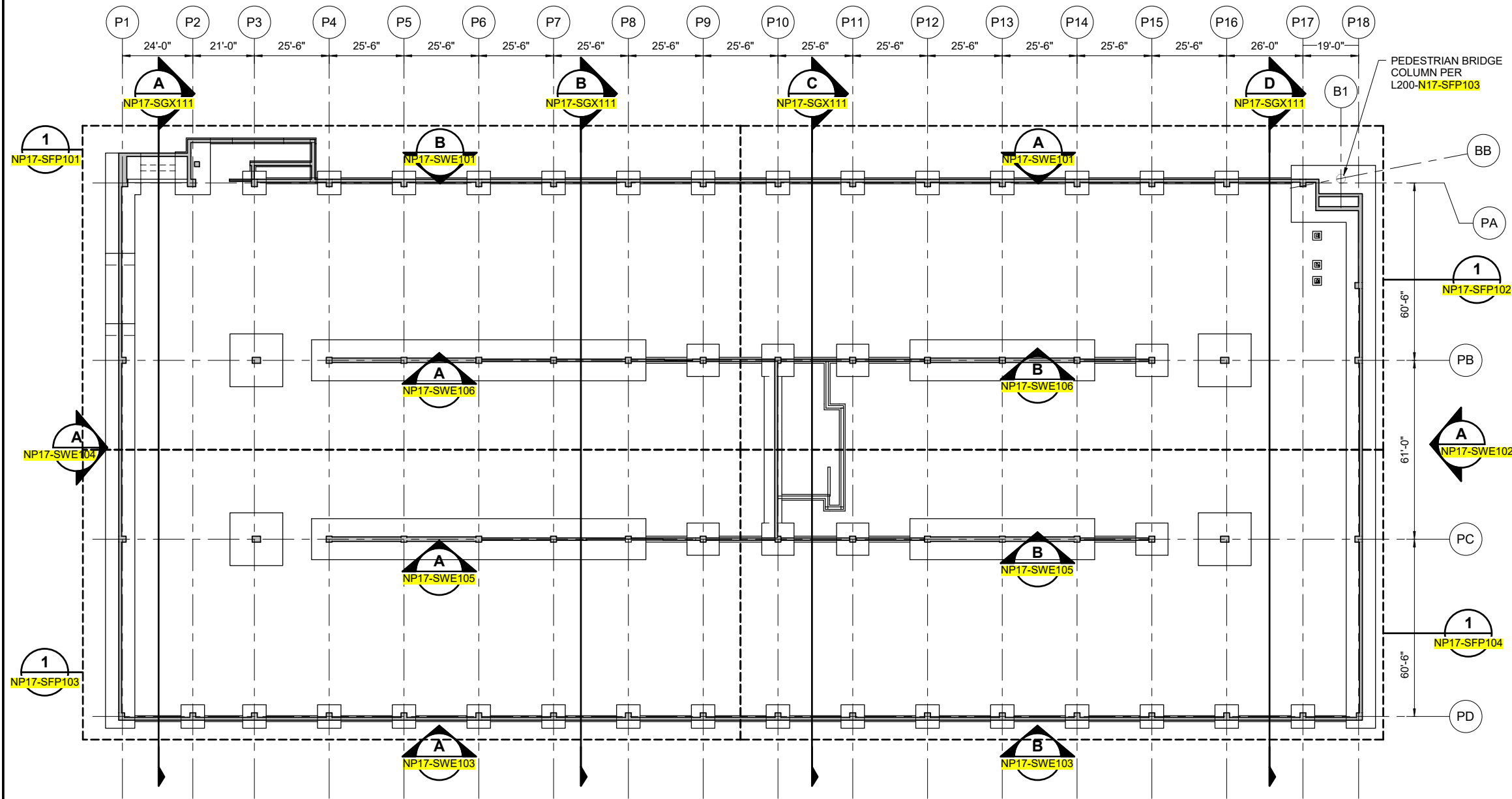
**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 22 of 29)

**REFERENCE DRAWINGS:**

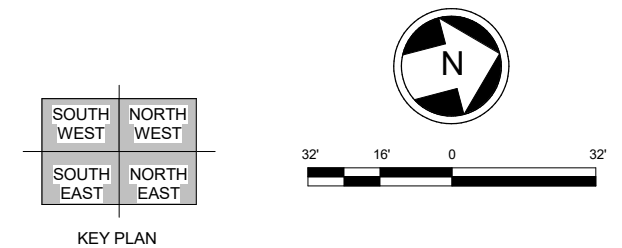
- |   |  |
|---|--|
| NP17-SZN001<br>NP17-SZN001  | LIST OF STANDARD DETAIL DRAWINGS<br>STRUCTURAL GENERAL LEGEND AND SYMBOLS<br>STRUCTURAL NOTES<br>STATEMENT OF SPECIAL INSPECTIONS AND TESTING  |
| NP17-SZN002 - NP17-SZN004<br>NP17-SZN011 - NP17-SZN014  | FOUNDATION DETAILS<br>COLUMN DETAILS<br>SHEAR WALL DETAILS<br>CONCRETE PT DETAILS<br>CONCRETE BEAM ELEVATIONS<br>BEAM DETAILS<br>STEEL DETAILS |
| NP17-SFD101 - NP17-SFD103<br>NP17-SGD211 - NP17-SGD212<br>NP17-SWD221 - NP17-SWD222<br>NP17-SGD225<br>NP17-SGD231 - NP17-SGD233<br>NP17-SGD235 - NP17-SGD237<br>NP17-SGD301 - NP17-SGD304 |  |

**FOUNDATION PLAN NOTES:**

- X-X" INDICATES NOMINAL TOP OF CONCRETE STRUCTURAL SLAB ELEVATION.
- (F-X) INDICATES FOOTING TYPE. SEE FOOTING SCHEDULE ON DWG NP17-SFD101.
- (X'-X") INDICATES BOTTOM OF FOOTING ELEVATIONS.
- C-X INDICATES COLUMN TYPE. SEE DWG NP17-SGD211 FOR COLUMN SCHEDULE AND DETAILS.
- INDICATES DELAYED WALL CONSTRUCTION PER STRUCTURAL NOTES ON NP17-SZN004.



**FOUNDATION PLAN - OVERALL**  
SCALE: 3/64" = 1'-0"



10/16/2019 12:23:03 PM L200-NP17-S-v20 16 detached.tvt

| No. | DATE     | DSN | CHK | APP | REVISION                |
|-----|----------|-----|-----|-----|-------------------------|
| 0   | 10/29/19 |     |     |     | ISSUED FOR CONSTRUCTION |

DESIGNED BY:  
S. KELLEY  
DRAWN BY:  
M. AGUILING  
CHECKED BY:  
G. VARNEY  
APPROVED BY:  
C. OLSON



trusted design partners

LINE IS 1" AT FULL SCALE



SCALE:  
3/64" = 1'-0"  
FILENAME:  
L200-NP17-S  
CONTRACT No.:  
RTA / CN 0079-15C  
DATE:  
10/29/2019

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO 200TH STREET  
  
SHORELINE NORTH / 185TH GARAGE - STRUCTURE  
FOUNDATION PLAN - OVERALL

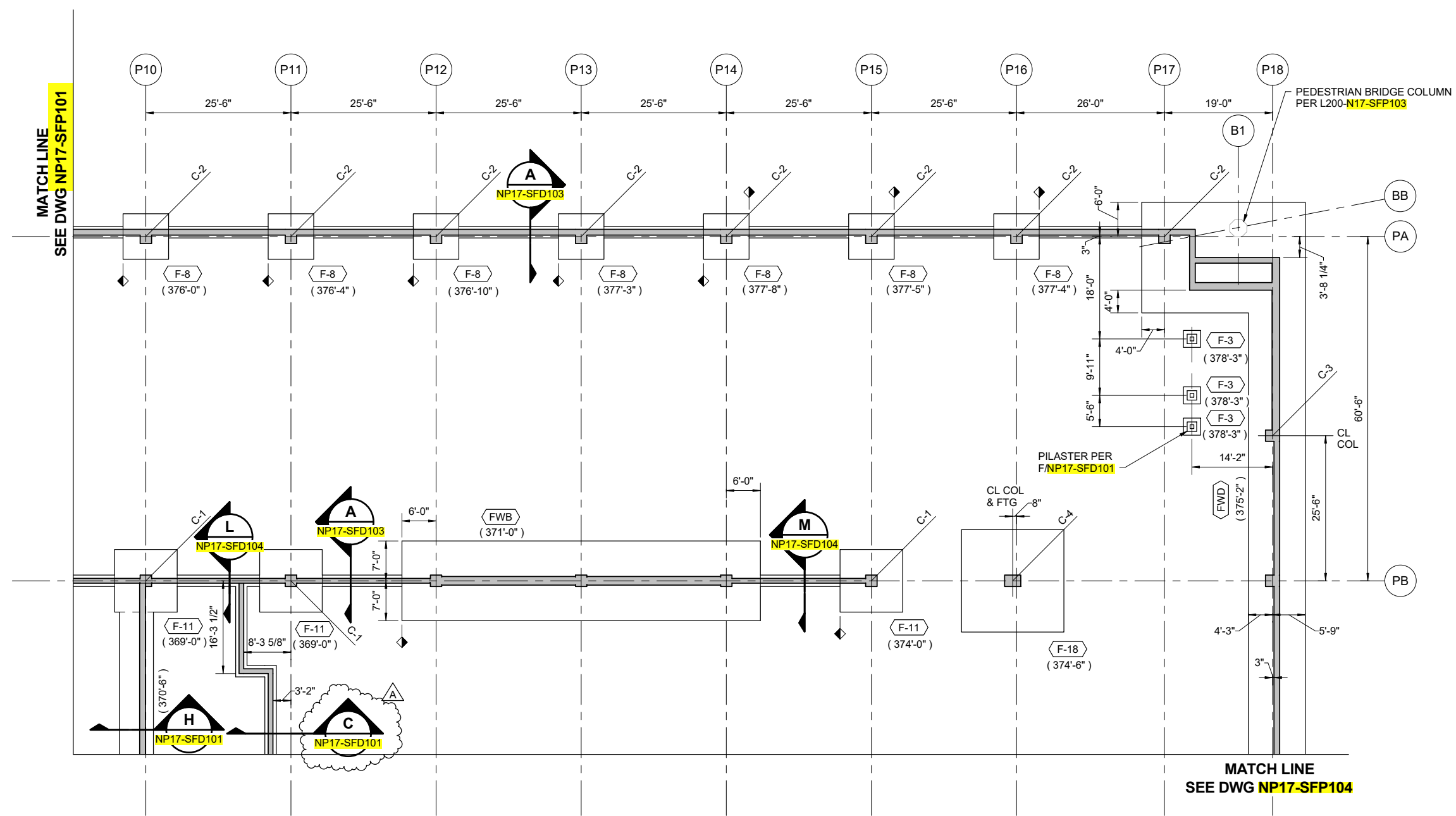
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**NP17-SFP100**  
FACILITY ID:  
NP17  
SHEET No.:  
REV:  
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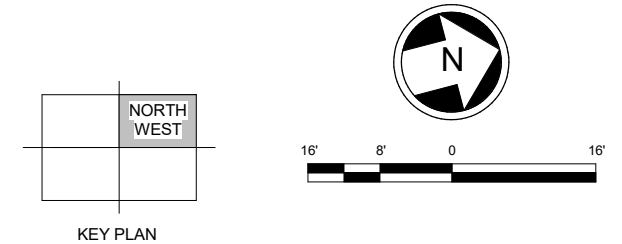
**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 23 of 29)

**NOTES:**  
FOR FOUNDATION NOTES SEE DWG NP17-SFP100.



**FOUNDATION PLAN - NORTHWEST**  
SCALE: 3/32" = 1'-0"

1  
NP17-SFP102  
NP17-SFP100



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| No. | DATE     | DSN | CHK | APP | REVISION                |
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| A   | 10/29/19 | STK | GLV | CDO | CN-RFP02 - CNWD 025     |
| D   | 10/29/19 |     |     |     | ISSUED FOR CONSTRUCTION |

DESIGNED BY:  
S. KELLEY  
DRAWN BY:  
M. AGUILING  
CHECKED BY:  
G. VARNEY  
APPROVED BY:  
C. OLSON



trusted design partners

SUBMITTED BY:  
S. BURCH

DATE:  
10/29/2019

REVIEWED BY:  
F. CHIHAB



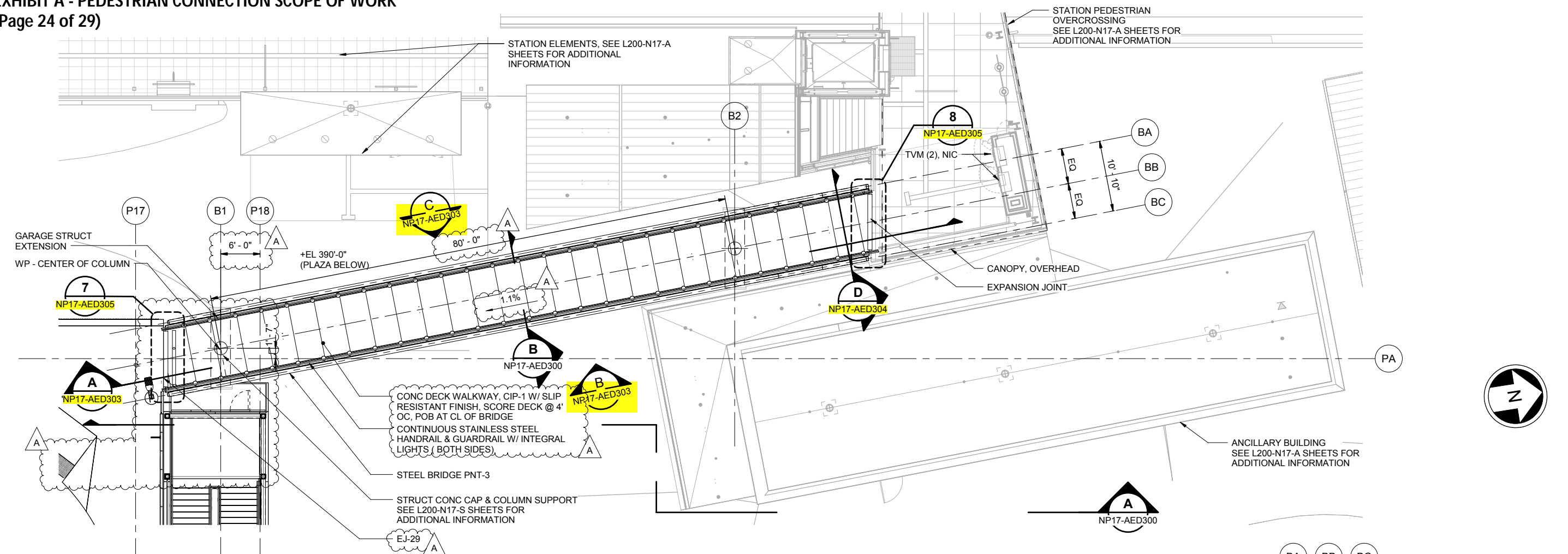
DATE:  
10/29/2019

SCALE:  
3/32" = 1'-0"  
FILENAME:  
L200-NP17-S  
CONTRACT No.:  
RTA / CN 0079-15C  
DATE:  
10/29/2019

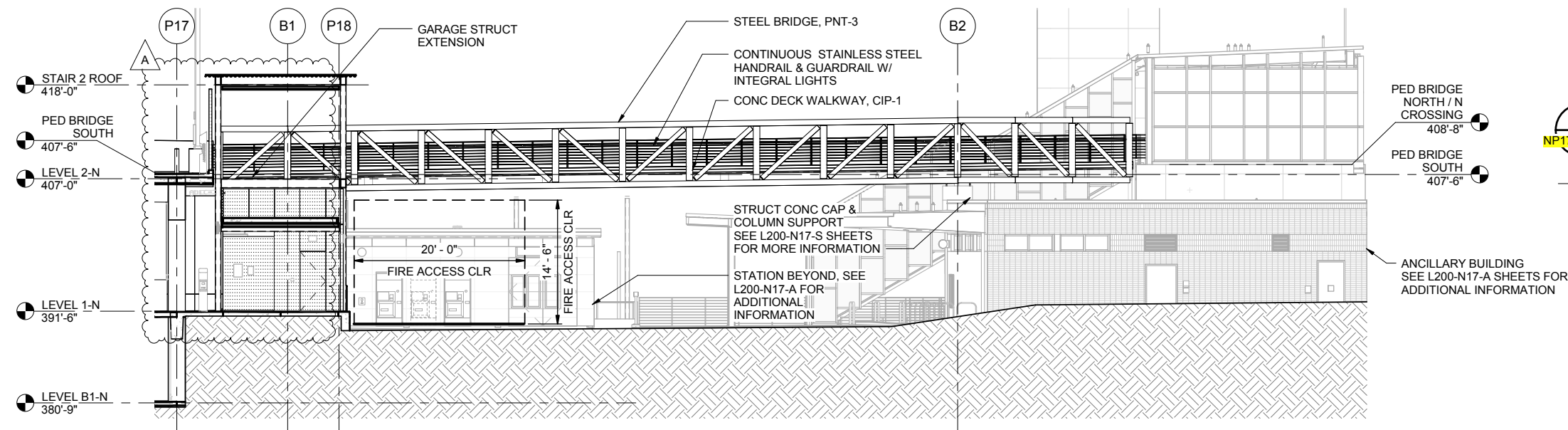
**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO 200TH STREET  
  
SHORELINE NORTH / 185TH GARAGE - STRUCTURE  
FOUNDATION PLAN - NORTHWEST

DRAWING No.:  
**NP17-SFP102**  
FACILITY ID:  
NP17  
SHEET No.:  
REV:  
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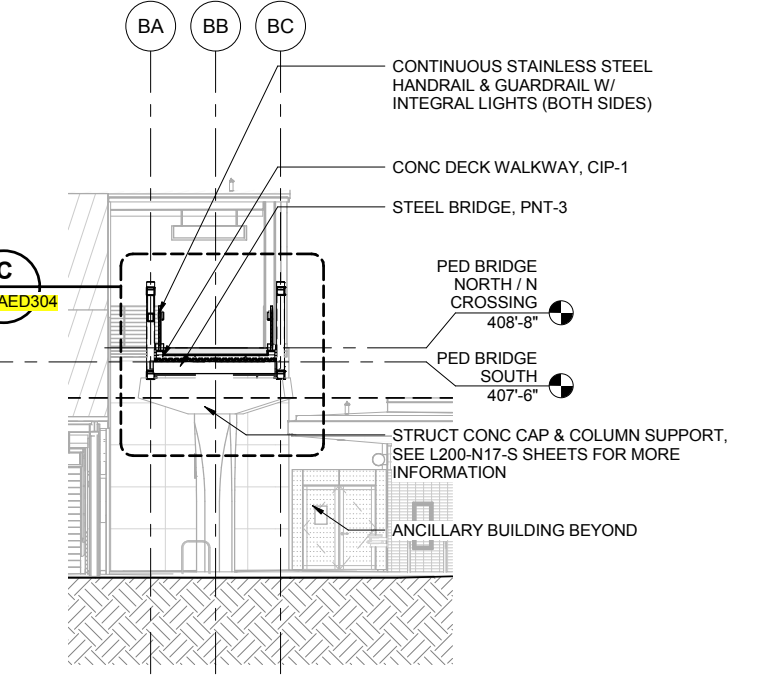
**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 24 of 29)



**PED BRIDGE NORTH / N CROSSING PLAN**  
SCALE: 1/8" = 1'-0"  
NP17-AED300



**SECTION AT PED BRIDGE**  
SCALE: 1/8" = 1'-0"  
NP17-AED300



**SECTION AT PED BRIDGE - TRANSVERSE**  
SCALE: 1/8" = 1'-0"  
NP17-AED300

10/20/2019 8:37:03 PM C:\Users\kath\Documents\L200-NP17-A-v2016\_kath@rolludaarchitects.com.rvt

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|-----|----------|-----|-----|-----|-------------------------|
| A   | 10/29/19 | CS  | EC  | AER | ISSUED FOR CONSTRUCTION |
| 0   | 10/29/19 |     |     |     |                         |

DESIGNED BY:  
C. SCHARRER

DRAWN BY:  
K. WILLIAMS

CHECKED BY:  
E. CRANSTON

APPROVED BY:  
A. ROLLUDA

6250 REGISTERED ARCHITECT  
*Alex Rolluda*  
STATE OF WASHINGTON

rolluda architects  
architecture planning interior design

**SCHARRERAD**

SUBMITTED BY:  
S. BURCH

**HNTB Jacobs**  
trusted design partners

LINE IS 1" AT FULL SCALE

75-34  
10/29/2019

REVIEWED BY:  
F. CHIHAB

**SOUNDTRANSIT**

SCALE:  
1/8" = 1'-0"

FILENAME:  
L200-NP17-A

CONTRACT No.:  
RTA / CN 0079-15C

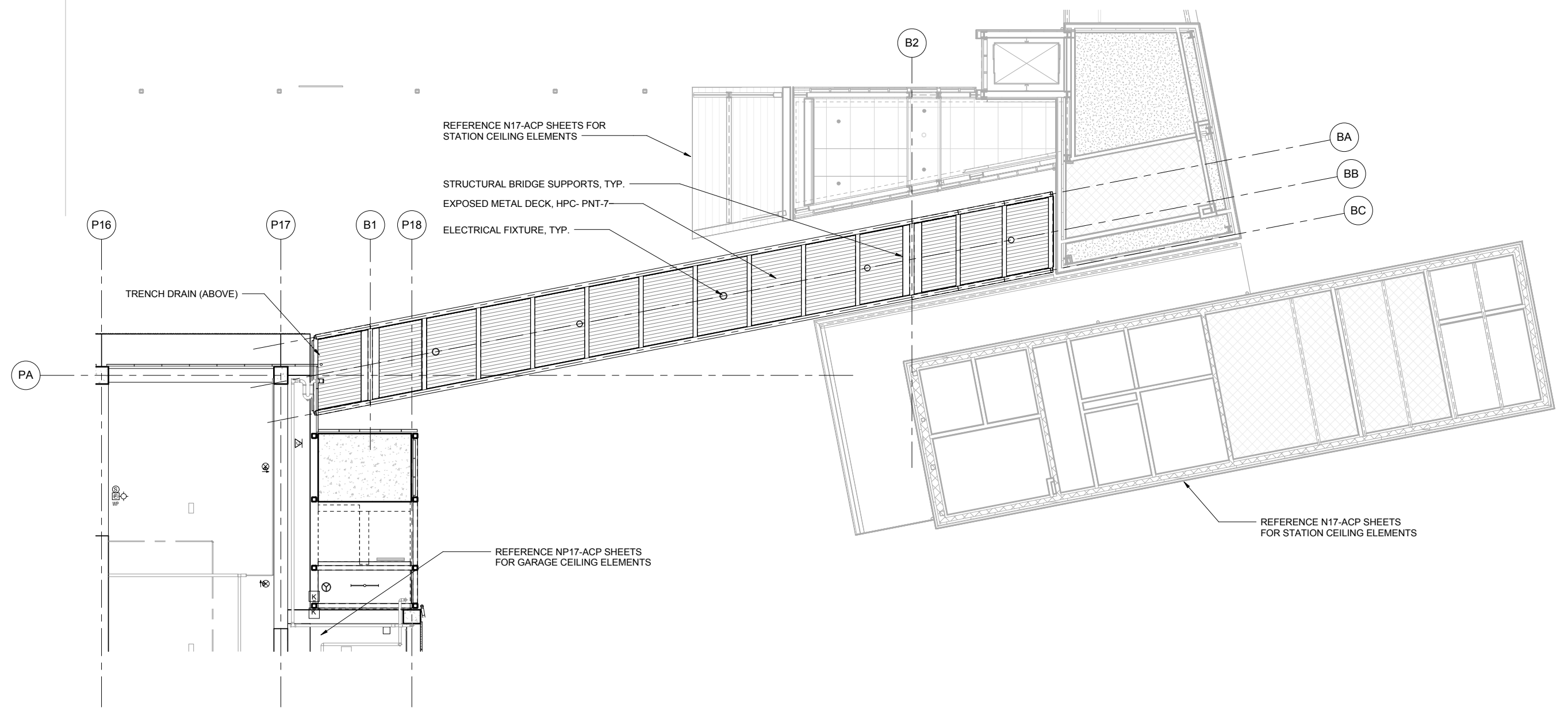
DATE:  
10/29/2019

**LYNNWOOD LINK EXTENSION**  
CONTRACT L200  
NORTHGATE STATION TO NE 200TH STREET

SHORELINE NORTH / 185TH GARAGE - ARCHITECTURE  
PLANS AND SECTIONS  
LEVEL 2 - PEDESTRIAN BRIDGE

|              |                    |
|--------------|--------------------|
| DRAWING No.: | <b>NP17-AED300</b> |
| FACILITY ID: | NP17               |
| SHEET No.:   | 3810               |
| REV:         | A                  |

**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 25 of 29)



**LEVEL 1 - PARKING - PEDESTRIAN BRIDGE UNDERSIDE**

SCALE: 1/8" = 1'-0"

1  
NP17-AED301

REVISIONS TO ENTIRE DRAWING

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| No. | DATE     | DSN | CHK | APP | REVISION                |
|-----|----------|-----|-----|-----|-------------------------|
| A   | 10/29/19 | CS  | EC  | AER | ISSUED FOR CONSTRUCTION |
| 0   | 10/29/19 |     |     |     |                         |

DESIGNED BY:  
C. SCHARRER

DRAWN BY:  
K. WILLIAMS

CHECKED BY:  
E. CRANSTON

APPROVED BY:  
A. ROLLUDA

6250  
REGISTERED ARCHITECT  
*Alex Rolluda*  
Alex Rolluda  
STATE OF WASHINGTON  
10/25/19

**rolluda architects**  
architecture planning interior design

**SCHARRERAD**

**HNTB Jacobs**  
trusted design partners

7b-35  
10/29/2019

REVIEWED BY:  
F. CHIHAB

LINE IS 1" AT FULL SCALE

**SOUNDTRANSIT**

SCALE:  
1/8" = 1'-0"

FILENAME:  
L200-NP17-A

CONTRACT No.:  
RTA / CN 0079-15C

DATE:  
10/29/2019

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO NE 200TH STREET

SHORELINE NORTH / 185TH GARAGE - ARCHITECTURE  
REFLECTED CEILING PLAN  
LEVEL 1 - PEDESTRIAN BRIDGE UNDERSIDE

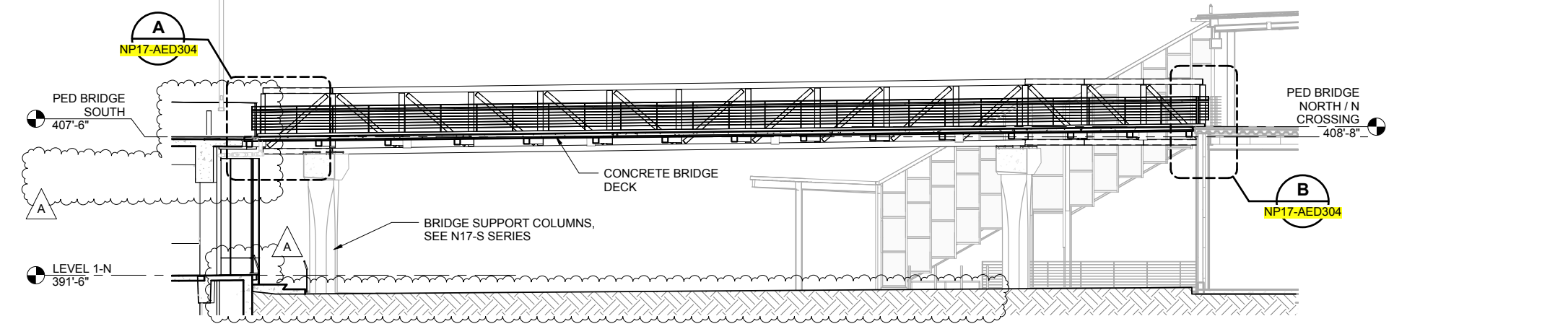
DRAWING No.:  
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FACILITY ID:  
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SHEET No.:  
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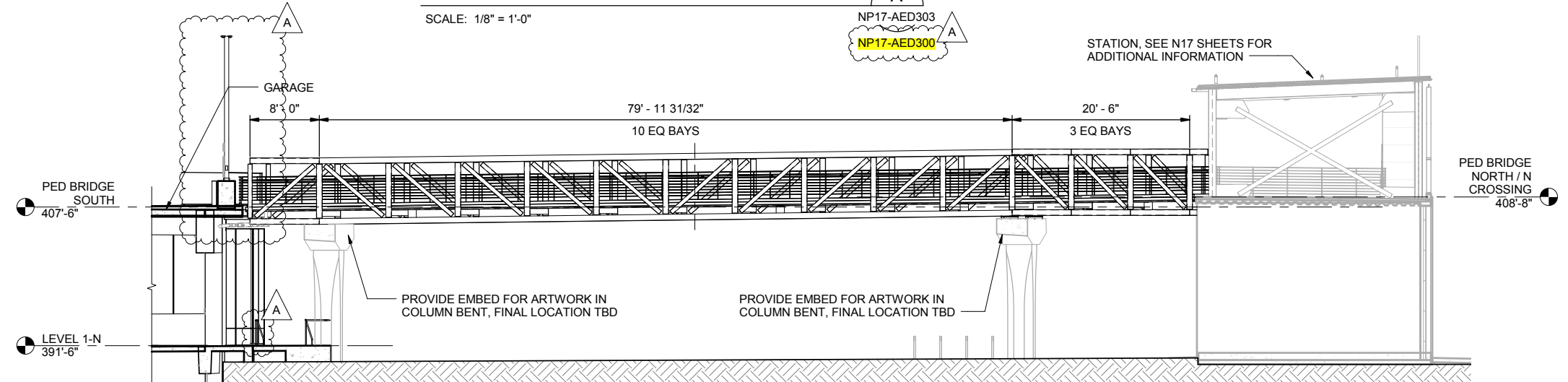
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**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 26 of 29)



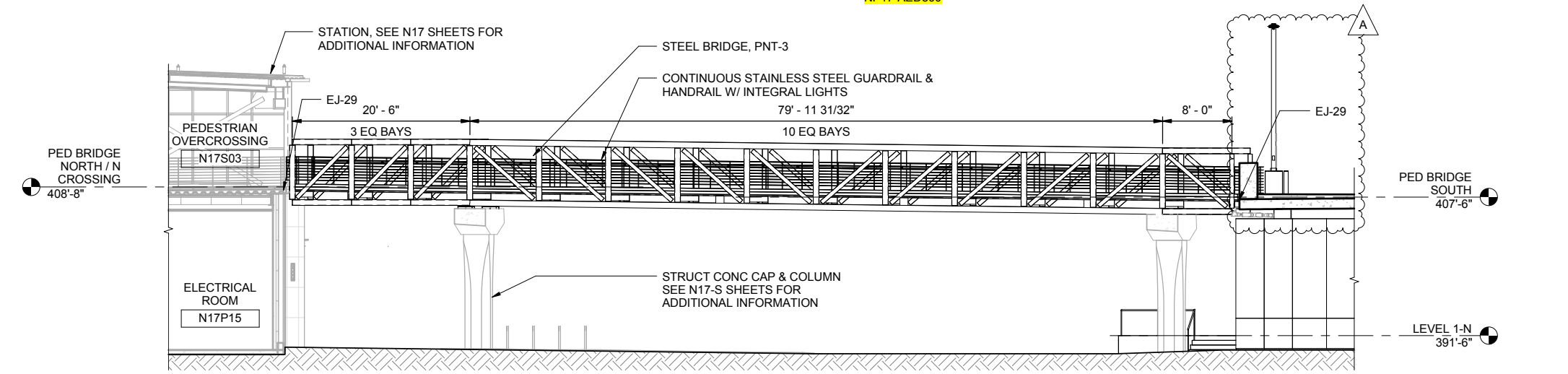
**LONGITUDINAL SECTION AT PEDESTRIAN BRIDGE**

SCALE: 1/8" = 1'-0"



**PEDESTRIAN BRIDGE - LOOKING WEST**

SCALE: 1/8" = 1'-0"



**PEDESTRIAN BRIDGE - LOOKING EAST**

SCALE: 1/8" = 1'-0"

10/20/2019 8:37:34 PM C:\Users\kath\Documents\L200-NP17-A-v2016\_kath@rolludaarchitects.com.rvt

| No. | DATE     | DSN | CHK | APP | REVISION                |
|-----|----------|-----|-----|-----|-------------------------|
| A   | 10/29/19 | CS  | EC  | AER | ISSUED FOR CONSTRUCTION |
| 0   | 10/29/19 |     |     |     |                         |

DESIGNED BY:  
**C. SCHARRER**

DRAWN BY:  
**K. WILLIAMS**

CHECKED BY:  
**E. CRANSTON**

APPROVED BY:  
**A. ROLLUDA**

6250 REGISTERED ARCHITECT  
*Alex Rolluda*  
STATE OF WASHINGTON

**rolluda architects**  
architecture planning interior design

**SCHARRERAD**

SUBMITTED BY:  
**S. BURCH**

**HNTB Jacobs**  
trusted design partners

75-36  
10/29/2019

REVIEWED BY:  
**F. CHIHAB**

LINE IS 1" AT FULL SCALE

**SOUNDTRANSIT**

SCALE:  
1/8" = 1'-0"

FILENAME:  
L200-NP17-A

CONTRACT No.:  
RTA / CN 0079-15C

DATE:  
10/29/2019

**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO NE 200TH STREET

SHORELINE NORTH / 185TH GARAGE - ARCHITECTURE ELEVATIONS  
PEDESTRIAN BRIDGE

DRAWING No.:  
**NP17-AED303**

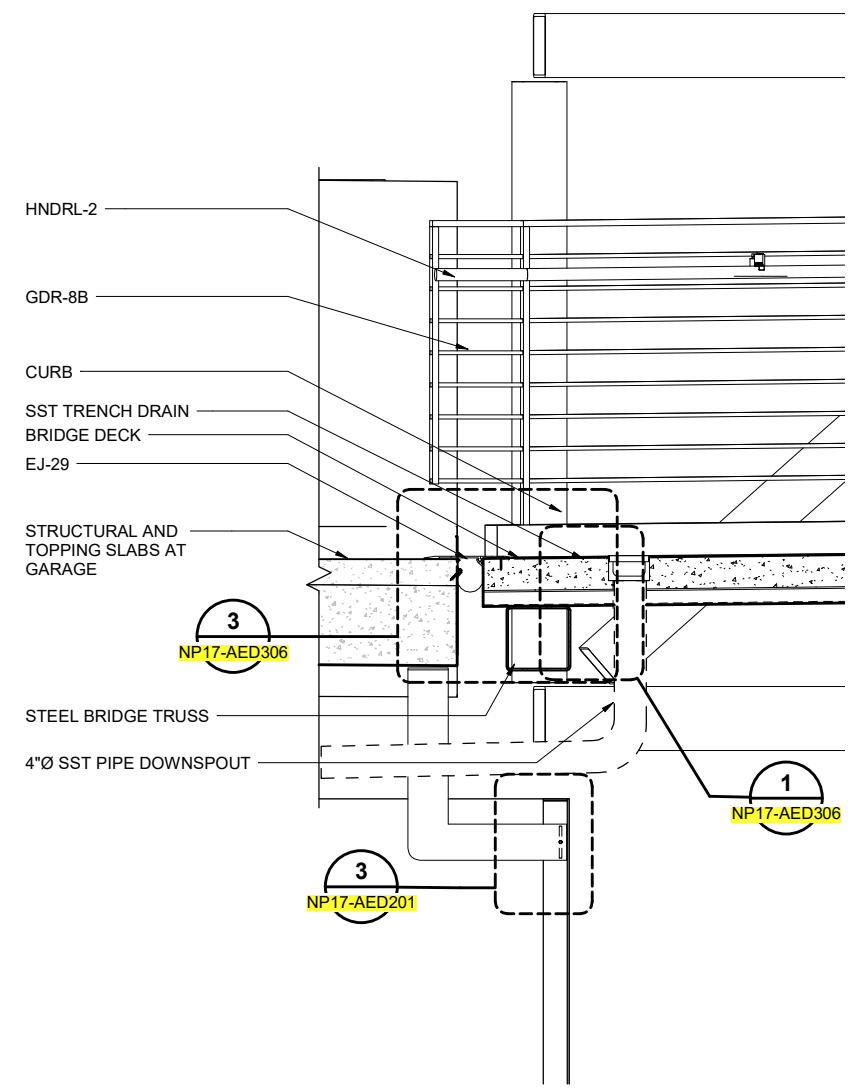
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NP17

SHEET No.:  
3812

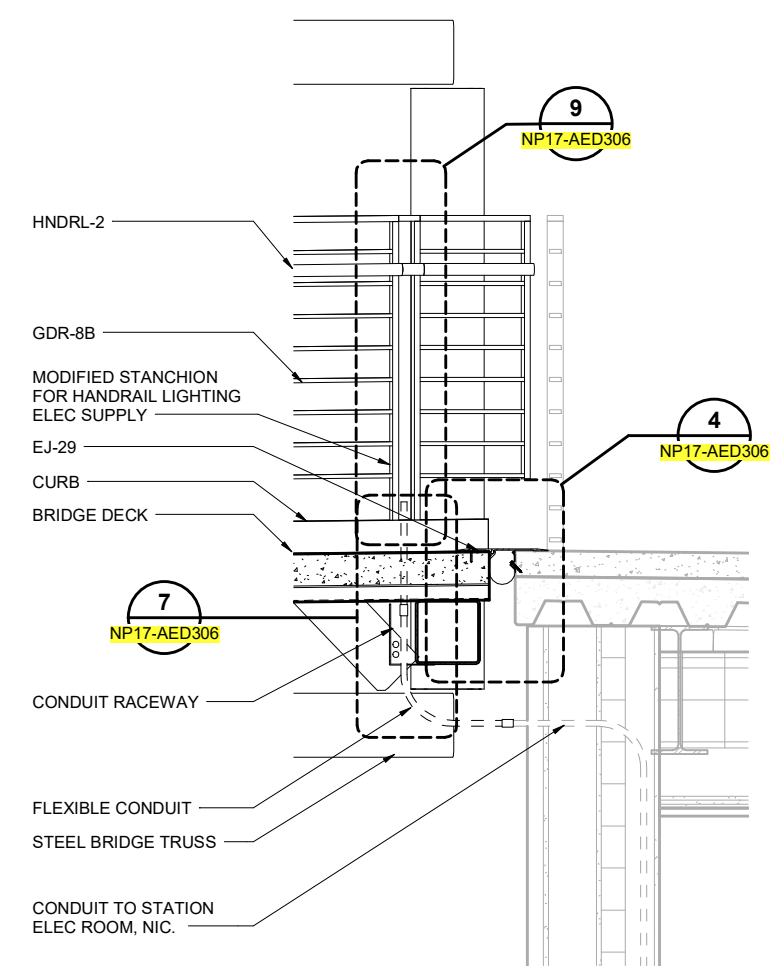
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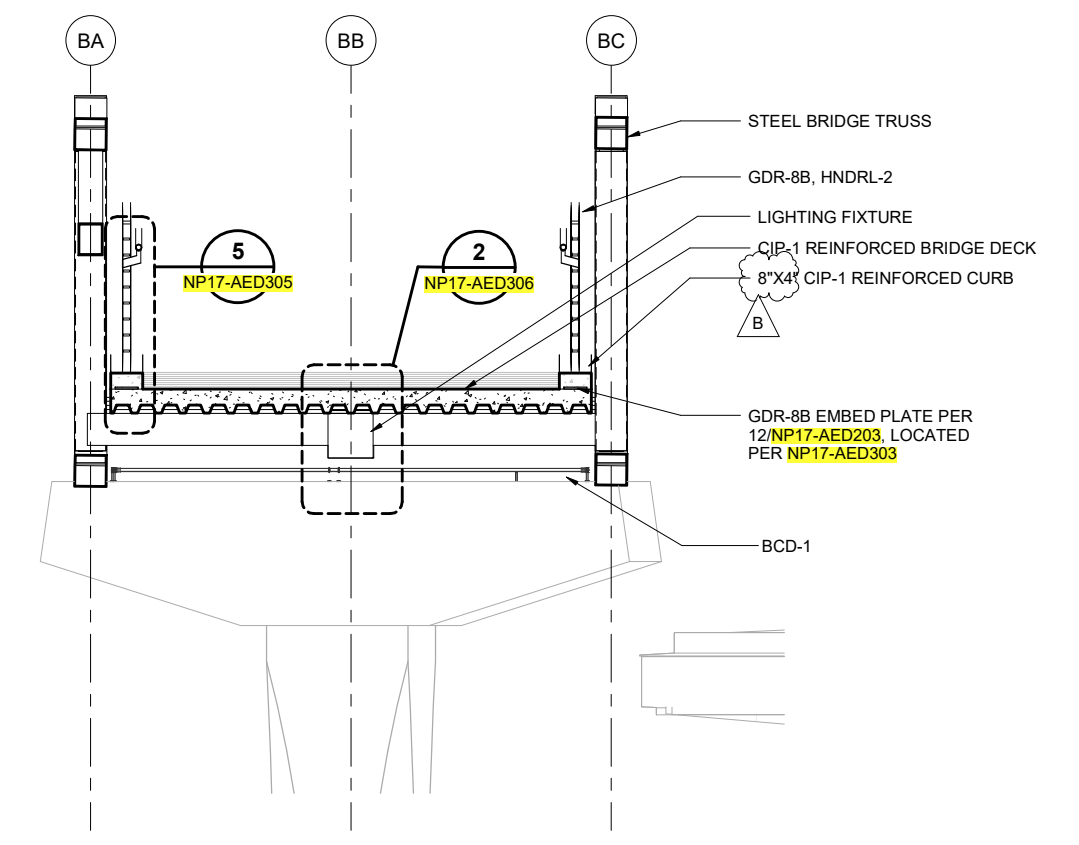
**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**  
(Page 27 of 29)



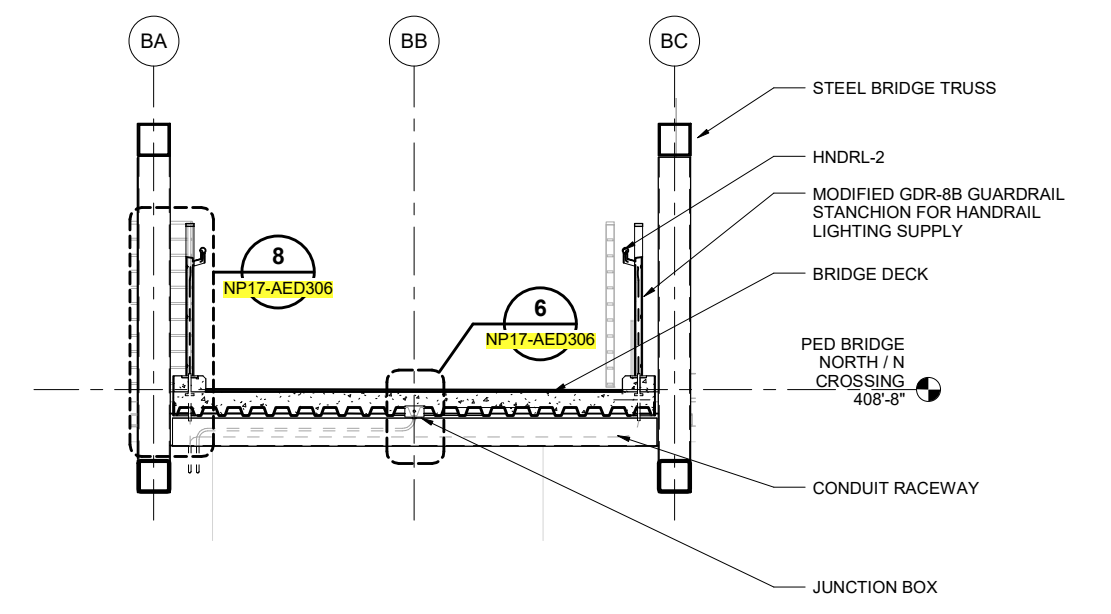
**SECTION AT PED BRIDGE - GARAGE**  
SCALE: 1" = 1'-0"  
NP17-AED304  
NP17-AED303



**SECTION AT PED BRIDGE - STATION**  
SCALE: 1" = 1'-0"  
NP17-AED304  
NP17-AED303



**TRANSVERSE SECTION AT PEDESTRIAN BRIDGE**  
SCALE: 1/2" = 1'-0"  
NP17-AED304  
NP17-AED300



**TRANSVERSE SECTION AT GDR-8B MODIFIED STANCHIONS**  
SCALE: 1/2" = 1'-0"  
NP17-AED304  
NP17-AED300

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| No. | DATE     | DSN | CHK | APP | REVISION                |
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| A   | 10/29/19 | DSN | CHK | APP | CNWD 025                |
| 0   | 10/29/19 |     |     |     | ISSUED FOR CONSTRUCTION |

DESIGNED BY:  
C. SCHARRER  
DRAWN BY:  
K. WILLIAMS  
CHECKED BY:  
A. ROLLUDA  
APPROVED BY:  
A. ROLLUDA

6250  
REGISTERED ARCHITECT  
*A. Rolluda*  
STATE OF WASHINGTON  
01/23/20

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architecture planning interior design  
**SCHARRERAD**

**HNTB Jacobs**  
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LINE IS 1" AT FULL SCALE  
**SOUNDTRANSIT**

SCALE:  
AS NOTED  
FILENAME:  
L200-NP17-A  
CONTRACT No.:  
RTA / CN 0079-15C  
DATE:  
10/29/2019

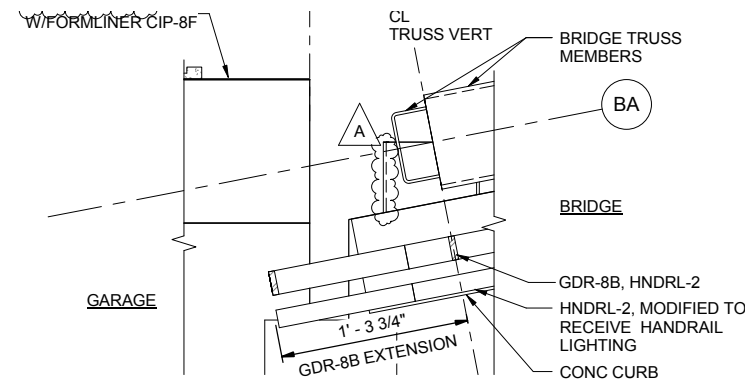
**LYNNWOOD LINK EXTENSION**  
**CONTRACT L200**  
NORTHGATE STATION TO NE 200TH STREET  
SHORELINE NORTH / 185TH GARAGE - ARCHITECTURE  
ENLARGED SECTIONS  
PEDESTRIAN BRIDGE

DRAWING No.:  
**NP17-AED304**  
FACILITY ID:  
NP17  
SHEET No.:  
3813  
REV:  
B

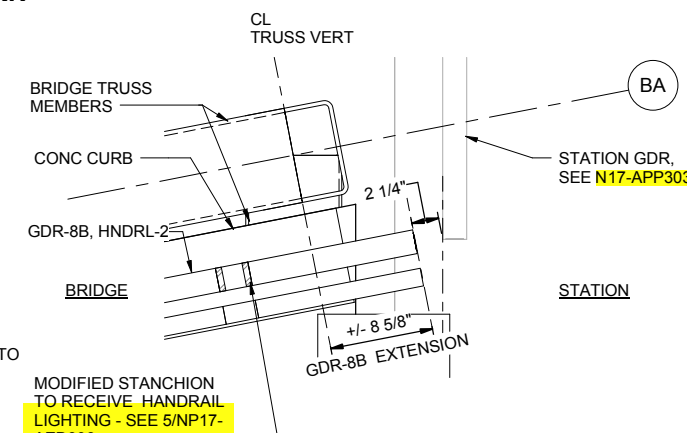
SUBMITTED BY:  
S. BURCH  
REVIEWED BY:  
F. CHIHAB  
DATE:  
10/29/2019

EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK

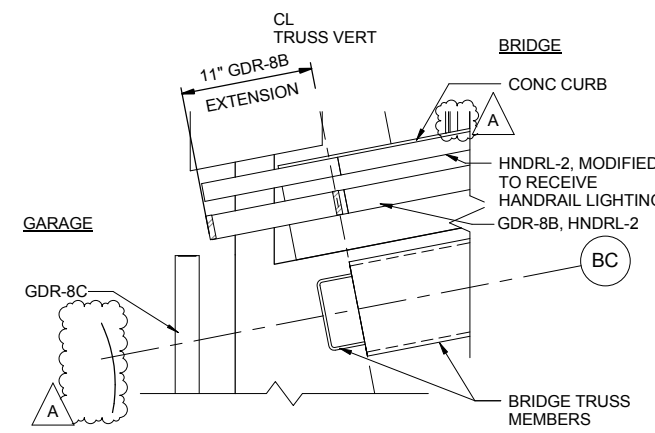
(Page 28 of 29)



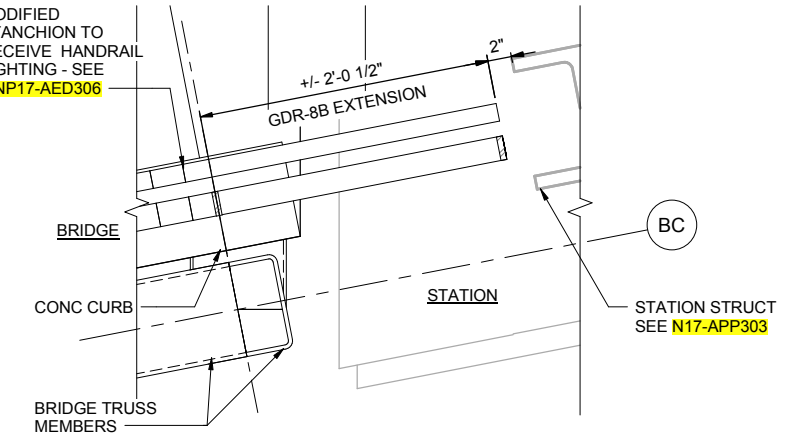
**GDR-8B AT GARAGE BA**  
SCALE: 1 1/2" = 1'-0"  
NP17-AED305



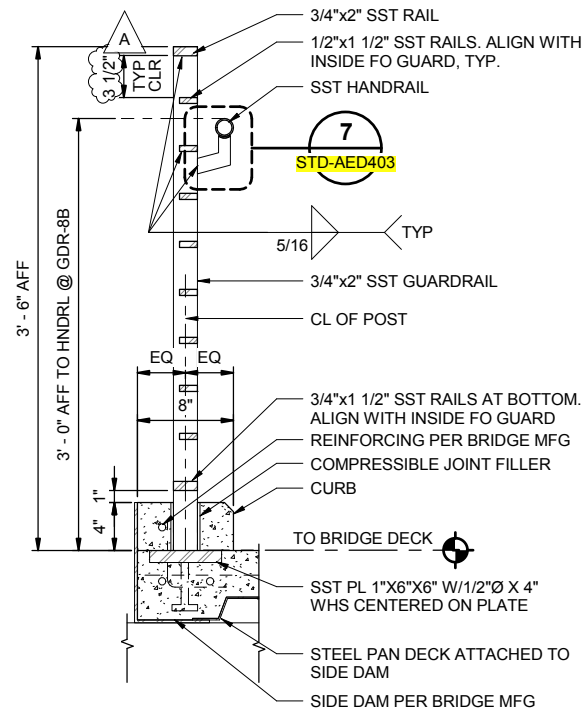
**GDR-8B AT STATION BA**  
SCALE: 1 1/2" = 1'-0"  
NP17-AED305



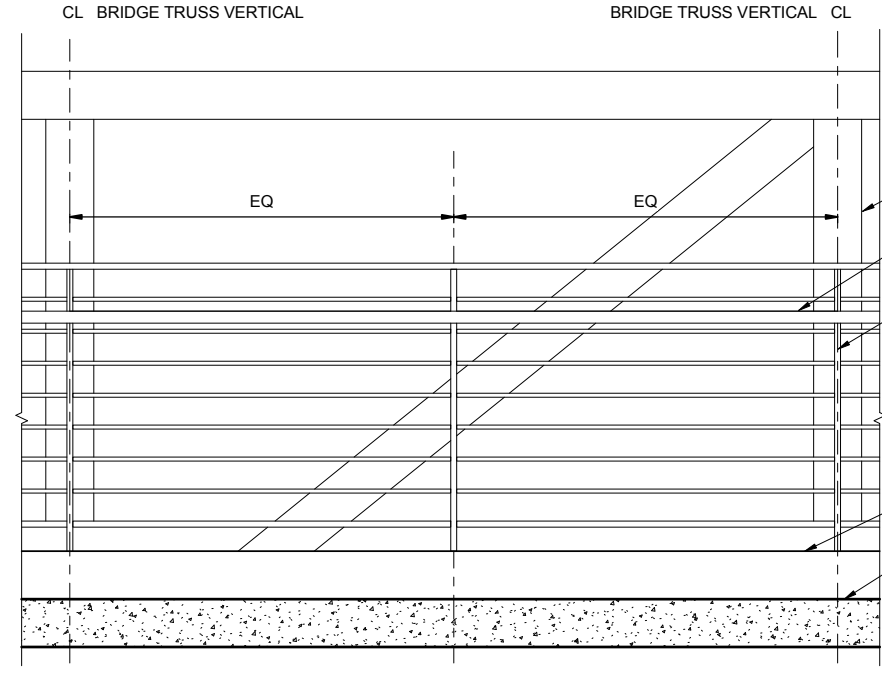
**GDR-8B AT GARAGE BC**  
SCALE: 1 1/2" = 1'-0"  
NP17-AED305



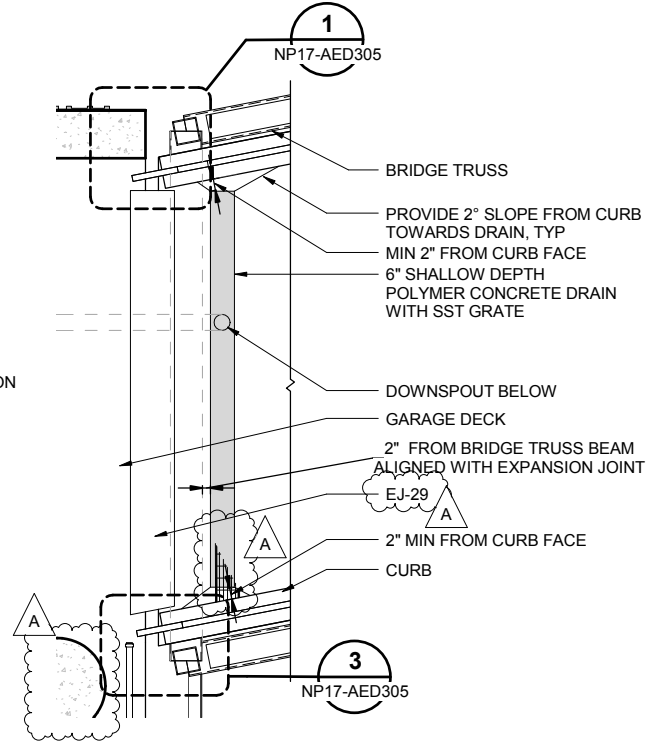
**GDR-8B AT STATION BC**  
SCALE: 1 1/2" = 1'-0"  
NP17-AED305



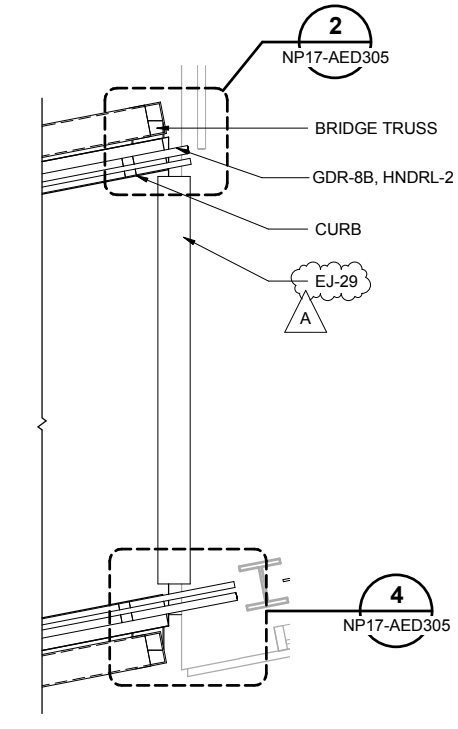
**GDR-8B SECTION AT PED BRIDGE**  
SCALE: 1 1/2" = 1'-0"  
NP17-AED305



**GDR-8B ELEVATION AT PEDESTRIAN BRIDGE**  
SCALE: 1" = 1'-0"  
NP17-AED305



**ENLARGED PLAN AT GARAGE**  
SCALE: 1/2" = 1'-0"  
NP17-AED305



**ENLARGED PLAN AT STATION**  
SCALE: 1/2" = 1'-0"  
NP17-AED305



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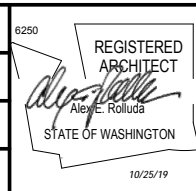
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| A   | 10/29/19 | CS  | EC  | AER | CNWD 025                |
| 0   | 10/29/19 |     |     |     | ISSUED FOR CONSTRUCTION |

DESIGNED BY:  
C. SCHARRER

DRAWN BY:  
K. WILLIAMS

CHECKED BY:  
E. CRANSTON

APPROVED BY:  
A. ROLLUDA



rolluda architects  
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SOUNDTRANSIT

SCALE:  
AS NOTED

FILENAME:  
L200-NP17-A

CONTRACT No.:  
RTA / CN 0079-15C

LYNNWOOD LINK EXTENSION  
CONTRACT L200  
NORTHGATE STATION TO NE 200TH STREET

SHORELINE NORTH / 185TH GARAGE - ARCHITECTURE  
DETAILS  
PEDESTRIAN BRIDGE

DRAWING No.:  
NP17-AED305

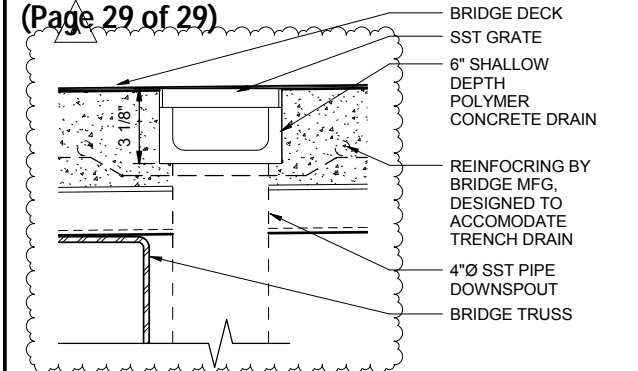
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SHEET No.:  
3814

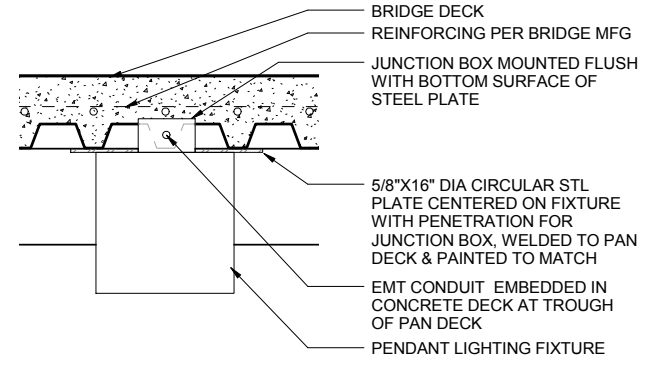
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**EXHIBIT A - PEDESTRIAN CONNECTION SCOPE OF WORK**

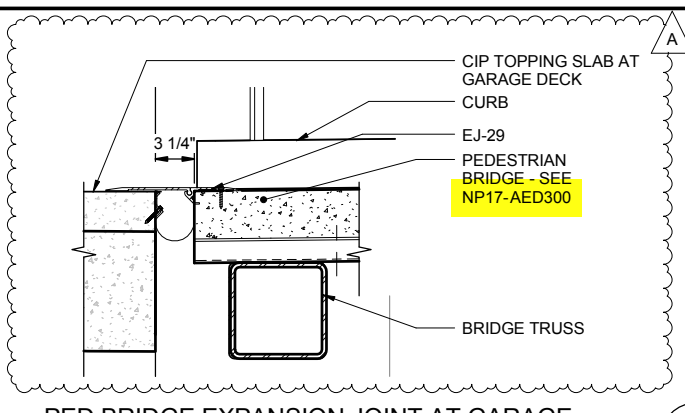
(Page 29 of 29)



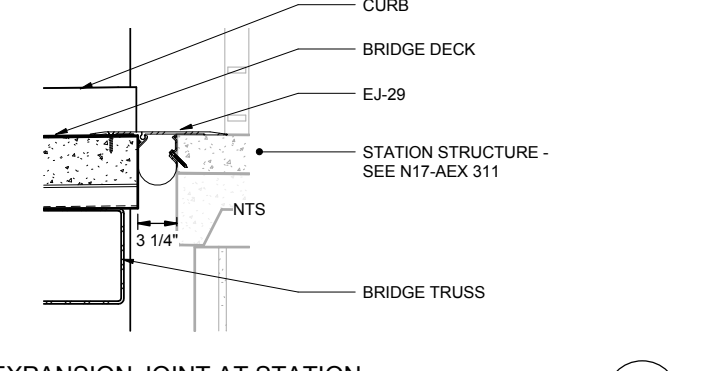
**TRENCH DRAIN AT PED BRIDGE**  
SCALE: 3" = 1'-0"  
NP17-AED306  
NP17-AED304



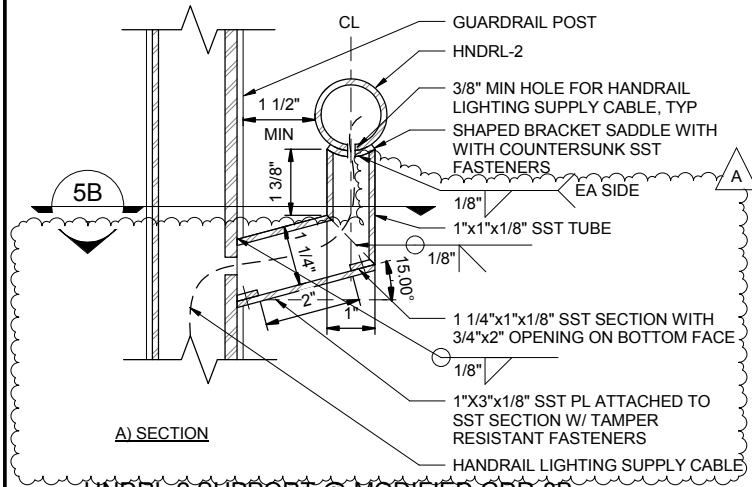
**PENDANT LIGHT AT PED BRIDGE**  
SCALE: 1 1/2" = 1'-0"  
NP17-AED306  
NP17-AED304



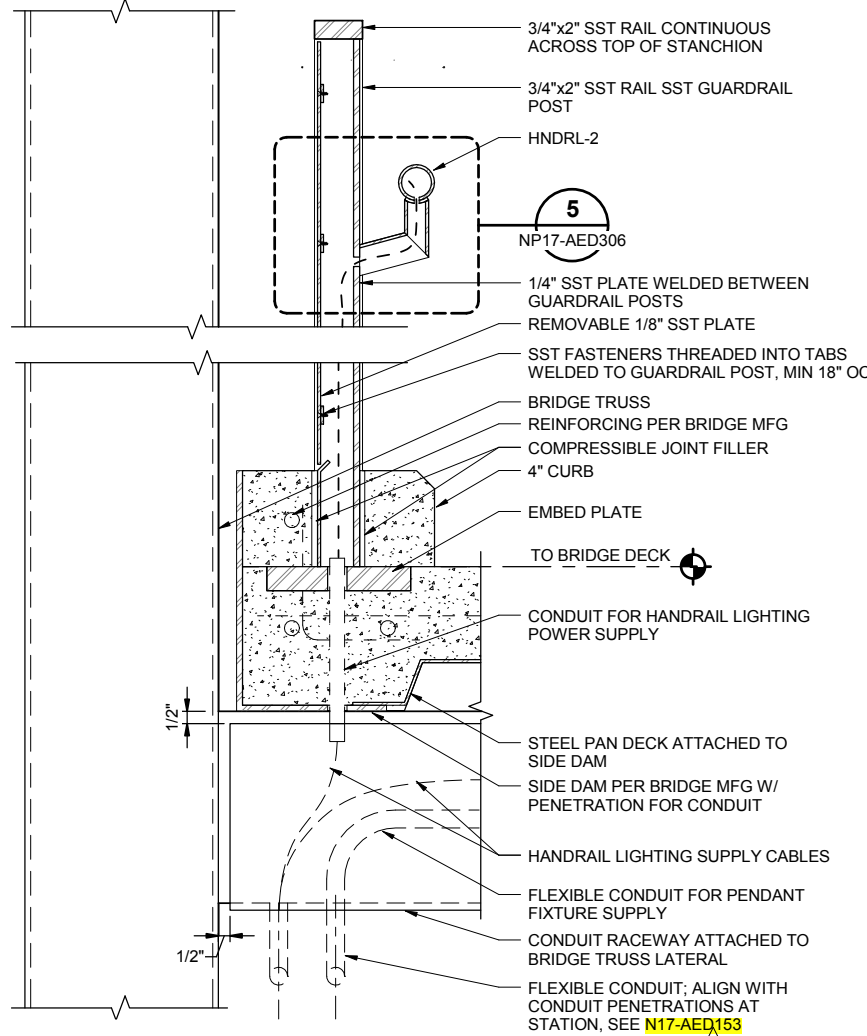
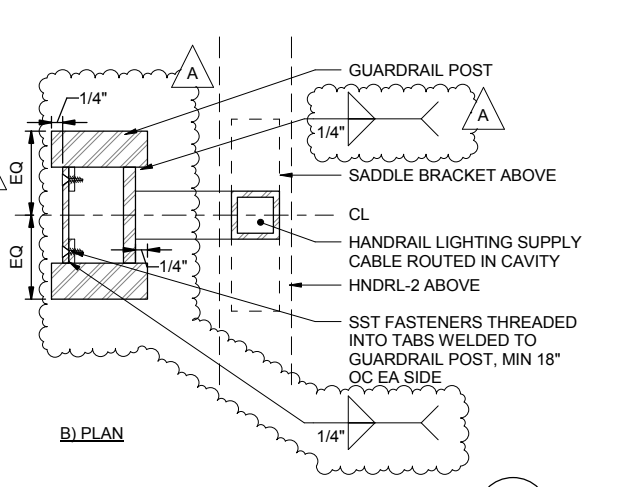
**PED BRIDGE EXPANSION JOINT AT GARAGE**  
SCALE: 1 1/2" = 1'-0"  
NP17-AED306  
NP17-AED304



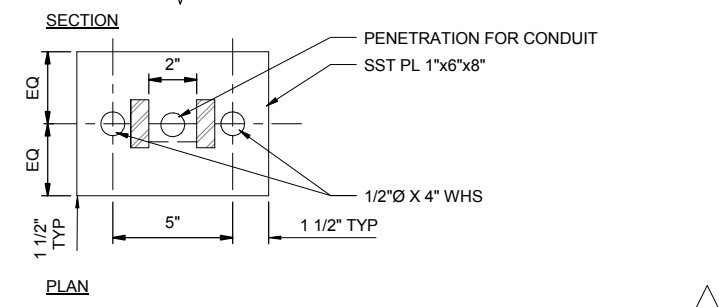
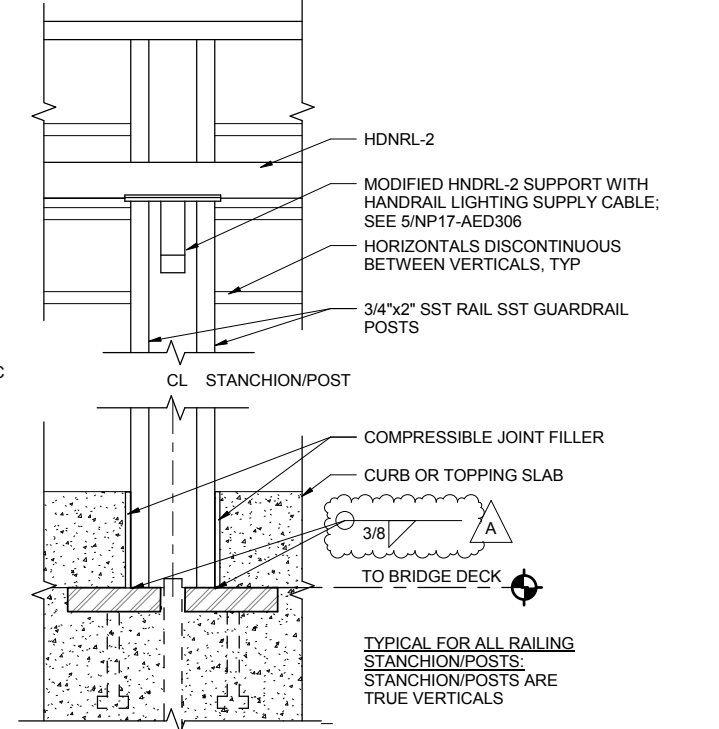
**EXPANSION JOINT AT STATION**  
SCALE: 1 1/2" = 1'-0"  
NP17-AED306  
NP17-AED304



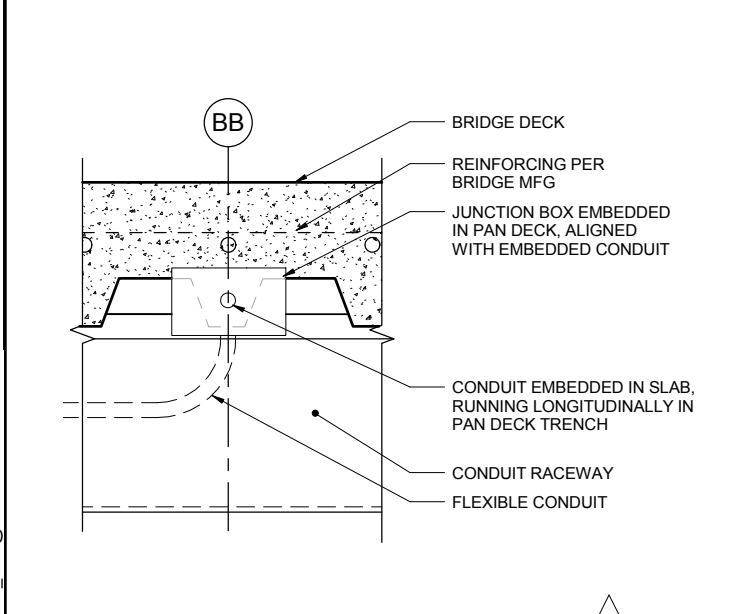
**HNDRL-2 SUPPORT @ MODIFIED GDR-8B**  
SCALE: 6" = 1'-0"



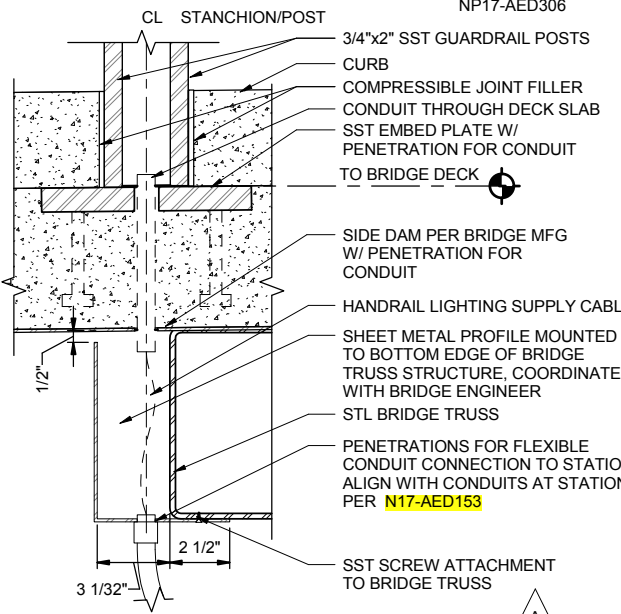
**HNDRL-2 TO GDR-8B AT PED BRIDGE**  
SCALE: 3" = 1'-0"  
NP17-AED306  
NP17-AED304



**GDR-8 MODIFIED POST WITH CONDUIT**  
SCALE: 3" = 1'-0"  
NP17-AED306  
NP17-AED304



**JUNCTION BOX AT PED BRIDGE DECK**  
SCALE: 3" = 1'-0"  
NP17-AED306  
NP17-AED304



**CONDUIT RACEWAY DETAIL**  
SCALE: 3" = 1'-0"  
NP17-AED306  
NP17-AED304

10/20/2019 8:36:08 PM C:\Users\kath\Documents\L200-NP17-A-v2016\_kath@rolludaarchitects.com.rvt

| No. | DATE     | DSN | CHK | APP | REVISION                |
|-----|----------|-----|-----|-----|-------------------------|
| A   | 10/29/19 | CS  | EC  | AER | ON RFP02 - CNWD 025     |
| 0   | 10/29/19 |     |     |     | ISSUED FOR CONSTRUCTION |

DESIGNED BY:  
C. SCHARRER

DRAWN BY:  
K. WILLIAMS

CHECKED BY:  
E. CRANSTON

APPROVED BY:  
A. ROLLUDA

6250 REGISTERED ARCHITECT  
rolluda architects  
architecture planning interior design  
SCHARRERAD  
SUBMITTED BY:  
S. BURCH

HNTB Jacobs  
trusted design partners  
75-39  
10/29/2019  
REVIEWED BY:  
F. CHIHAB

SCALE: AS NOTED  
FILENAME: L200-NP17-A  
CONTRACT No.: RTA / CN 0079-15C  
DATE: 10/29/2019

LYNNWOOD LINK EXTENSION  
CONTRACT L200  
NORTHGATE STATION TO NE 200TH STREET  
SHORELINE NORTH / 185TH GARAGE - ARCHITECTURE DETAILS  
PEDESTRIAN BRIDGE

|              |             |
|--------------|-------------|
| DRAWING No.: | NP17-AED306 |
| FACILITY ID: | NP17        |
| SHEET No.:   | 3815        |
| REV:         | A           |

**EXHIBIT B**  
**DESIGNATED REPRESENTATIVES**

Pursuant to Section G of the Agreement, the following individuals are the Parties' Designated Representatives:

SOUND TRANSIT

CITY OF SHORELINE

Pedestrian Connection Representative

Pedestrian Connection Representative

Barbara Hinkle, Project Manager

Juniper Nammi, Light Rail Project Manager

Barbara.hinkle@soundtransit.org

[jnammi@shorelinewa.gov](mailto:jnammi@shorelinewa.gov)



**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

|                      |  |
|----------------------|--|
| <b>AGENDA TITLE:</b> | Authorize the City Manager to Execute a Construction Contract with Doolittle Construction, LLC in the Amount of \$398,200 for the 2021 Bituminous Surface Treatment project                      |
| <b>DEPARTMENT:</b>   | Public Works   |
| <b>PRESENTED BY:</b> | Tricia Juhnke, City Engineer   |
| <b>ACTION:</b>       | <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion<br><input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing |

**PROBLEM/ISSUE STATEMENT:**

The Annual Road Surface Maintenance Program (ARSM) conducts road preservation projects that slow the deterioration and extend the lifespan of Shoreline’s roadways. The program employs two pavement preservation methods: Bituminous Surface Treatment (BST, also called chip seal) and hot-mix asphalt overlays. BST is cost-effective and efficient and is generally applied to residential streets, while asphalt overlays are applied to arterial streets.

Between April 20<sup>th</sup> and May 25<sup>th</sup>, 2021, the City solicited for contractors to conduct the 2021 BST Project as Bid #9914. Two bids were received, and Doolittle Construction, LLC submitted the lowest responsive bid of \$398,200. The engineer’s estimate for this project is \$799,750, based on higher, 2019, unit pricing for similar materials. If approved, construction is anticipated to start in late July 2021.

Staff is requesting that the City Council authorize the City Manager to execute a contract with Doolittle Construction, LLC for construction of the 2021 BST Project in the amount of \$398,200.

**RESOURCE/FINANCIAL IMPACT:**

This project is fully funded by the City’s Annual Road Surface Maintenance (ARSM) fund. Below is a breakdown of the budget for the 2021 BST Project:

|                                       |                  |
|---------------------------------------|------------------|
| <b>Project Expenditures:</b>          |                  |
| Staff and other Direct Expenses       | \$ 80,000        |
| Construction ( <i>This Contract</i> ) | \$398,200        |
| <b>TOTAL</b>                          | <b>\$478,200</b> |
| <b>Project Revenue:</b>               |                  |
| Vehicle License Fees                  | \$478,200        |
| <b>TOTAL</b>                          | <b>\$478,200</b> |

**RECOMMENDATION**

Staff recommends that the City Council authorize the City Manager to execute a construction contract with Doolittle Construction, LLC, in the amount of \$398,200 for the 2021 Bituminous Surface Treatment Project.

Approved By:           City Manager ***DT***   City Attorney ***MK***

## **BACKGROUND**

The Annual Road Surface Maintenance Program (ARSM) conducts road preservation projects that extend the lifespan of Shoreline's roadways. The program employs two pavement preservation methods: Bituminous Surface Treatment (BST, also called chip seal) and hot-mix asphalt overlays.

BST is a cost-effective and efficient treatment used on local streets that are still in good condition before they deteriorate and need more extensive/expensive rehabilitation. BST seals and protects the pavement surface and structure from water intrusion and sun damage, typically at 10 to 15-year intervals. Asphalt overlays are more expensive and typically are utilized on arterial streets. Overlays are used to renew the pavement structure of arterial streets at approximately 15 to 20-year intervals due to the arterials' higher traffic volumes and rates of wear. Typically, BST is performed in odd numbered years with overlays occurring in even numbered years.

## **ALTERNATIVES ANALYZED**

Between April 20<sup>th</sup> and May 25<sup>th</sup>, 2021, the City solicited for contractors to conduct the 2021 BST Project as Bid #9914. The engineer's estimate for the construction of this project is \$799,750. Staff has analyzed the bids and the engineer's estimate and found that the engineer's estimate was abnormally high because the 2019 unit pricing that was used for estimating was for similar, but more expensive materials.

Two bids were submitted for this project:

|                             |           |
|-----------------------------|-----------|
| Sierra Santa Fe Corp.       | \$449,448 |
| Doolittle Construction, LLC | \$398,200 |

City staff has determined that the bid submitted by Doolittle Construction, LLC is responsive, and that Doolittle has met the City's requirements. If this contract is approved, construction is anticipated to start in late July 2021.

The alternative is to not award the contract in which case the work would not be performed, and the roadway condition would continue to deteriorate. This alternative is not recommended.

## **COUNCIL GOAL(S) ADDRESSED**

This project addresses Council Goal #2: Continue to deliver highly valued public services through management of the City's infrastructure and stewardship of the natural environment. This project will address this goal by applying preventative maintenance to City roadways. This extends the lifespan of the pavement thereby reducing the need for more costly pavement replacement.

## **RESOURCE/FINANCIAL IMPACT**

This project is fully funded by the City's Annual Road Surface Maintenance (ARSM) fund. Below is a breakdown of the budget for the 2021 BST Project:

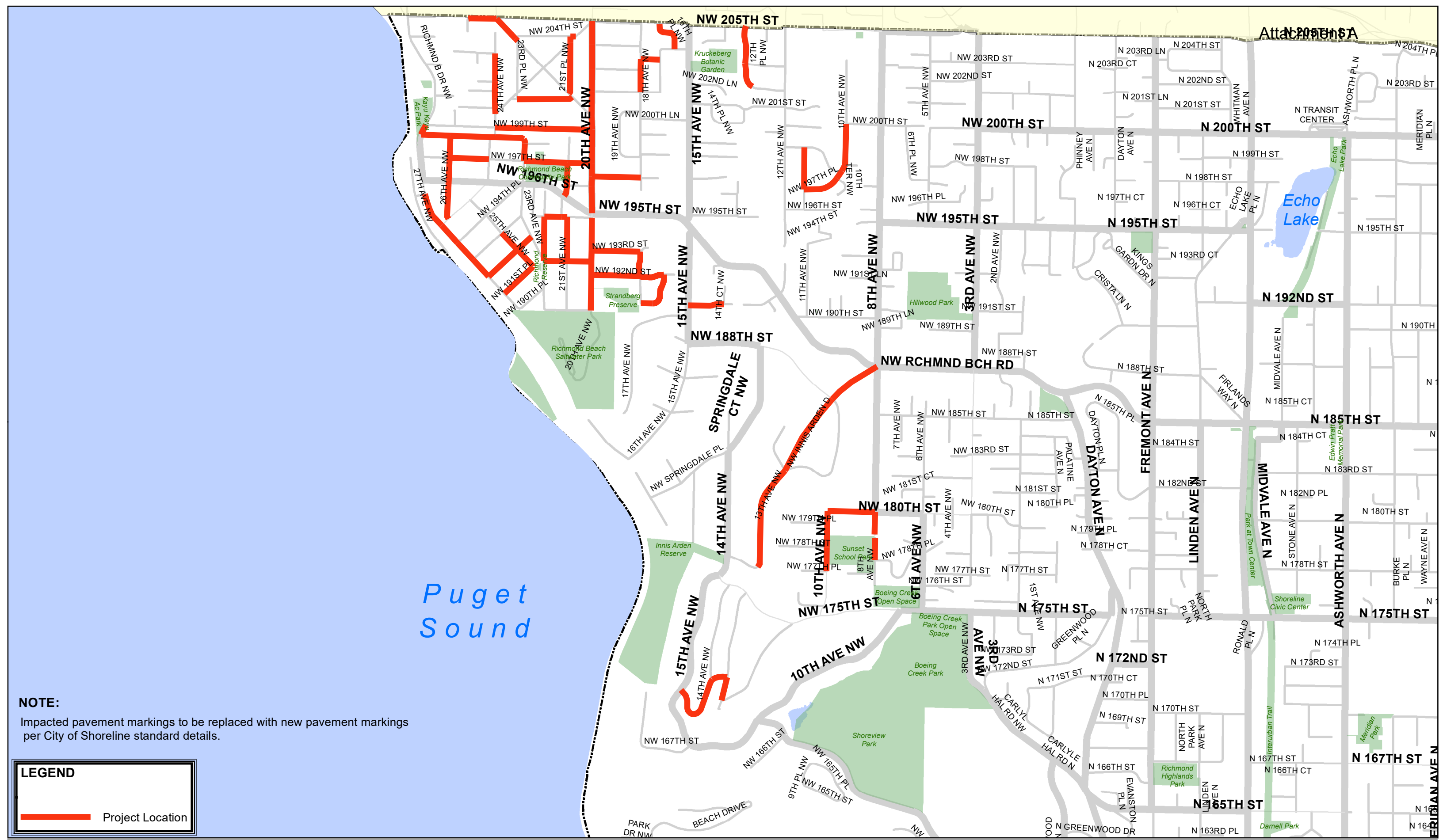
|                                       |                  |
|---------------------------------------|------------------|
| <b>Project Expenditures:</b>          |                  |
| Staff and other Direct Expenses       | \$ 80,000        |
| Construction ( <i>This Contract</i> ) | \$398,200        |
| <hr/>                                 |                  |
| <b>TOTAL</b>                          | <b>\$478,200</b> |
| <br>                                  |                  |
| <b>Project Revenue:</b>               |                  |
| Vehicle License Fees                  | \$478,200        |
| <hr/>                                 |                  |
| <b>TOTAL</b>                          | <b>\$478,200</b> |

**RECOMMENDATION**

Staff recommends that the City Council authorize the City Manager to execute a construction contract with Doolittle Construction, LLC, in the amount of \$398,200 for the 2021 Bituminous Surface Treatment Project.


**ATTACHMENTS**

Attachment A – 2021 BST Project Map



**NOTE:**  
 Impacted pavement markings to be replaced with new pavement markings per City of Shoreline standard details.

**LEGEND**

 Project Location

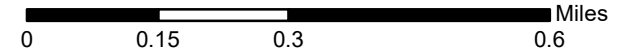


## 2021 BITUMINOUS SURFACE TREATMENT (ADDENDUM 2)

This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

7c-5

Path: G:\PWORKS\ENGINEERING\CIP Projects\2021 Bituminous Surface Treatment Project\300 Design\2021 BSTAddendum.mxd



Date: 5/15/2021  
 Author: Malmarof



**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

|                      |  |
|----------------------|--|
| <b>AGENDA TITLE:</b> | Discussing Ordinance No. 932 - Authorizing the Placement of a Ballot Measure on the 2021 November General Election Ballot to Authorize a Property Tax Bond Measure for Park Improvements and Park Land Acquisition |
| <b>DEPARTMENT:</b>   | City Manager's Office  |
| <b>PRESENTED BY:</b> | Christina Arcidy, Management Analyst   |
| <b>ACTION:</b>       | <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion<br><input type="checkbox"/> Public Hearing <input checked="" type="checkbox"/> Discussion                   |

**PROBLEM/ISSUE STATEMENT:**

In July 2017, following an 18-month community engagement process, the City Council adopted the 2017-2023 Parks, Recreation and Open Space Plan (PROS Plan) via Resolution No. 412. The PROS Plan identifies a 20-year vision and framework for Shoreline's recreation and cultural programs, and for maintenance and investment in park, recreation, and open space facilities. Strategic Action Initiative (SAI) #3 in the PROS Plan established a goal to "expand recreation facility opportunities" and SAI #7 established a goal to "ensure adequate parkland for future generations." Since the adoption of the PROS Plan, staff have developed concept designs for selected parks and reviewed opportunities for property acquisition to achieve those goals.

On December 7, 2020, staff was directed by Council to develop the legislation to place a ballot measure on the April 2021 ballot to fund improvements to five neighborhood parks; investments in park amenities for three additional parks; and the acquisition and improvement of new park land. That measure failed to validate, though 72% of voters supported the measure with a 'yes' vote. Tonight, Council will discuss whether to move forward with placing a similar measure on the November 2021 General Election ballot and, if yes, give staff feedback on proposed Ordinance No. 932 (Attachment A), which would authorize the placement of a ballot measure on the General Election ballot. The \$38.5M ballot measure in proposed Ordinance No. 932 authorizes a 20-year property tax bond measure for improvements to five neighborhood parks; investments in park amenities for three additional parks; and the acquisition and improvement of new park land. The proposed Ordinance is scheduled to return to Council for potential action on June 28, 2021.

**FINANCIAL IMPACT:**

While proposed Ordinance No. 932 does not have an immediate financial impact, the Ordinance would authorize the City to place a measure on the ballot, and if approved by voters, would authorize the issuance of bonds in the principal amount of up to \$38,500,000 for improvements to five neighborhood parks; investments in park amenities for three additional parks; and the acquisition and improvement of new park

land. Repayment of these bonds would be supported by a special property tax levy that is estimated to impact the median priced homeowner by a net average of \$112 per year for up to 20 years.

The Ordinance provides that Senior Citizens, Disabled Persons, and Disabled Veterans meeting age, income, and/or disability requirements identified in RCW 84.36.381 would be eligible, and can apply with King County, for an exemption or deferral from this tax.

### **RECOMMENDATION**

No action is required tonight. Staff recommends that the City Council give direction to staff to place a ballot measure on the November 2021 General Election as well as discuss proposed Ordinance No. 932 and provide guidance to staff on the proposed Ordinance. Proposed Ordinance No. 932 is scheduled to be brought back to Council for potential action on June 28, 2021.

Approved By:           City Manager **DT**   City Attorney **MK**



## **BACKGROUND**

The [2017-2023 Parks, Recreation and Open Space Plan](#) (PROS Plan), adopted by the City Council on July 31, 2017, establishes a 20-year vision and framework for Shoreline's recreation and cultural programs, and guides maintenance and investments in park, recreation and open space facilities. The PROS Plan includes a series of Strategic Action Initiatives with goals and objectives, including:

- Strategic Action Initiative #3 established the objective to “Expand recreation facility opportunities by adding at least one community garden, two basketball courts, two multi-purpose/pickleball courts, one playground, one swing set, one paved loop path, one spray park, and one adventure playground.”
- Strategic Action Initiative #7 established the objective to “Ensure adequate parkland for future generations by adding five acres of new parkland by 2023 and 20 additional acres by 2030.”

The City Council re-emphasized the importance of park improvements and land acquisition in its 2021-2023 City Council Goals and Workplan:

- Goal 2: Continue to deliver highly valued public services through management of the City's infrastructure and stewardship of the natural environment.
  - Action Step 2: Continue to Implement the Parks, Recreation, and Open Space Plan, including implementation of the 2021 Park Bond if approved by voters.

### **Council Direction**

The City Council's guidance from its February 28, 2020, Strategic Planning Workshop was for staff to develop a proposal for a voter approved bond measure to fund improvements to parks and park land acquisition. The Council's Strategic Planning Workshop was held prior to the Declaration of Health Emergency for COVID-19. The Council discussed whether to place a bond measure on the ballot at their March 30, June 15, and November 2, 2020 meetings, and each time directed staff to bring it back for further discussion at a future Council meeting because of the unknown economic impacts of COVID-19 and concerns about 2021 election validation requirements, given that they were set by the 2020 General Election voter turnout.

On December 7, 2020, the City Council further discussed the priority park improvements; amenity improvements; and acquisition and improvement of new park land. At this meeting, Council gave staff formal direction to prepare appropriate legislation to place a 20-year bond measure before the voters for improvements to five neighborhood parks; investments in park amenities for three additional parks; and the acquisition and improvement of new park land. The staff report from this Council discussion is available here: [Continued Discussion of Park Improvement and Acquisition Priorities for Potential Bond Measure](#).

The propose Bond Measure at that time consisted of the following components:

**Bond Measure Components and Cost**

| Bond measure component           | Cost (millions) |
|----------------------------------|-----------------|
| Priority Park Improvements       | \$20.6          |
| Priority Park Amenities          | \$4.7           |
| Park Land Acquisition            | \$9.5           |
| Improvement to Acquired Property | \$3.7           |
| <b>TOTAL</b>                     | <b>\$38.5</b>   |

On January 25, 2021, Council approved Ordinance No. 918 authorizing the placement of a ballot measure on the April 2021 Special Election Ballot to authorize a property tax bond measure for park improvements and park land acquisition. That measure failed to reach the number of ballots necessary to validate the election, though it received support from 72% of ballots counted.

Tonight, Council will discuss if a similar ballot measure should be placed on the 2021 November General Election Ballot and, if yes, discuss proposed Ordinance No. 932, which would authorize this measure to be placed on the November 2021 General Election Ballot.

**DISCUSSION**

**November 2021 General Election Ballot**

As previously stated, the April 2021 Special Election Ballot to authorize a property tax bond measure for park improvements and park land acquisition failed. While the measure had support from 72% of the ballots counted, the measure failed to validate. A bond measure requires a minimum 60% ‘yes’ vote to pass and, in order for the ballot measure to ‘validate,’ at least 40% of the number of votes cast in the previous general election need to be cast in the special or primary election. The April 2021 measure failed to validate as only 13,970 of the received 14,108 ballots counted towards the 14,092 needed to validate. Common causes for ballots to be challenged (not counted) by King County Elections include signature issues (missing signatures or signatures that do not match what is on file) or ballots postmarked after the election.

**Ballot Return Statistics**

| Year |                            | Feb    | Apr | Aug    | Nov    | Year |                            | Feb | Apr    | Aug    | Nov    |
|------|----------------------------|--------|-----|--------|--------|------|----------------------------|-----|--------|--------|--------|
| 2016 | Active Registered Voters   | N/A    | N/A | N/A    | 37,993 | 2019 | Active Registered Voters   | N/A | N/A    | 38,427 | 38,359 |
|      | Ballots Returned           | N/A    | N/A | N/A    | 31,231 |      | Ballots Returned           | N/A | N/A    | 13,431 | 19,606 |
|      | Ballots Ready for Counting | N/A    | N/A | N/A    | 30,863 |      | Ballots Ready for Counting | N/A | N/A    | 13,238 | 19,418 |
| 2017 | Active Registered Voters   | 37,865 | N/A | 37,801 | 37,451 | 2020 | Active Registered Voters   | N/A | N/A    | N/A    | 40,569 |
|      | Ballots Returned           | 14,526 | N/A | 12,205 | 14,632 |      | Ballots Returned           | N/A | N/A    | 22,038 | 35,321 |
|      | Ballots Ready for Counting | N/A    | N/A | 12,056 | 14,459 |      | Ballots Ready for Counting | N/A | N/A    | N/A    | N/A    |
| 2018 | Active Registered Voters   | 37,264 | N/A | 37,430 | 37,633 | 2021 | Active Registered Voters   | N/A | 40,105 | -      | -      |
|      | Ballots Returned           | 11,743 | N/A | 16,987 | 28,978 |      | Ballots Returned           | N/A | 14,108 | -      | -      |
|      | Ballots Ready for Counting | N/A    | N/A | N/A    | N/A    |      | Ballots Ready for Counting | N/A | 13,970 | -      | -      |

Given the strong community support for the April 2021 ballot measure, staff recommends that the City Council direct to staff to place a ballot measure on the November 2021 General Election ballot and consider the proposed ballot measure in proposed Ordinance No. 932, which would authorize the same bond measure package

as the April 2021 Special Election for the 2021 November General Election when a higher voter turnout is expected.

**Proposed Ordinance No. 932**

If Council would like to place a bond measure on the November 2021 General Election, staff would like direction from Council on proposed Ordinance No. 932, which would authorize such action. If approved by voters, general obligation bonds would be issued for \$38.5 million, which would be repaid by an increase in property taxes (excess property tax levy) to fund this project. The current parks and open spaces bond measure (approved by voters in 2006) is set to be retired in 2021 and will be removed from property tax bills in 2022. Under that bond measure, a property owner of a median priced home has paid approximately \$76 per year in property tax towards the repayment of the 2006 bonds. The table below shows the taxpayer impact of a \$38.5 million bond measure for a median valued home (\$517,000), a home valued at \$750,000 and a home valued at \$1,000,000.

***Impacts of an \$38.5 Million Bond Measure Over 20 Years***

| Amount of Bond Issue = \$38,500,000 |                         |               |                | Cost of Expiring Bond |         | Net Increase |         |
|-------------------------------------|-------------------------|---------------|----------------|-----------------------|---------|--------------|---------|
|                                     | Length of Issue (Years) | Annual Impact | Monthly Impact | Annual                | Monthly | Annual       | Monthly |
| 2020 Median Valued Home (\$517,000) | 20                      | \$112         | \$9            | \$76                  | \$6     | \$36         | \$3     |
| Home Valued at \$750,000            | 20                      | \$163         | \$14           | \$110                 | \$9     | \$53         | \$4     |
| Home Valued at \$1,000,000          | 20                      | \$217         | \$18           | \$147                 | \$12    | \$70         | \$6     |

**Property Tax Exemptions and Deferrals Available**

*Exemptions:* RCW 84.36.381 allows jurisdictions to provide exemptions for this type of Excess Property Tax Levy to Senior Citizens, Disabled Persons, and Disabled Veterans meeting certain criteria detailed in the Revised Code of Washington (RCW). Ordinance No. 932 includes this exemption. Under current criteria, an exemption for this excess levy would be available for taxpayers who meet the following criteria:

*Age/Disability*

- Born in 1959 or earlier, or
- Disabled and or a veteran with at least an 80% total disability rating

*Ownership/Occupancy*

- Own the residence as of 12/31/2020
- Occupy as a primary residence 9 months each year (for tax year 2020)
- Occupy as a primary residence 6 months each year (for tax year 2021)

*Income*

- Annual household income under the new threshold of \$58,423 including Social Security and other sources (RCW 84.36.383(5))

*Deferrals:* Those who are 60 or older or are retired because of physical disability, meet equity requirement, living in the home for more than nine months in a calendar year and have annual household disposable income of \$67,411 or less for the previous year may qualify for deferral of your property tax liability (deferred taxes become a lien on the property). Limited income deferrals are also available for the second installment (50%) of tax due if specific income and tax filing requirements are met.

Details of the exemption and deferral programs and application instructions are available at the following link: [King County Assessor – Tax Relief](#).

### **Ballot Language and Voter Pamphlet Requirements**

If the Council decides to move forward with placing the ballot measure on the November 2021 General Election ballot, the title of the ballot measure and the voters' pamphlet are required to adhere to the certain requirements.

#### *Ballot Title and Description*

The ballot title for the proposed bonds and excess property tax levy consists of three elements:

1. An identification of the enacting legislative body and a statement of the subject matter (not to exceed 10 words);
2. A concise description of the measure (not to exceed 75 words); and
3. A question for the voting public (no word limit).

The ballot title must be approved by the City Attorney and must conform to the requirements and be displayed substantially as provided under RCW 29A.72.050, except that the concise description must not exceed 75 words. Any person who is dissatisfied with the ballot title may, at any time within 10 days from the time of the filing of the ballot title with King County Elections, appeal to King County Superior Court. The currently proposed ballot title in proposed Ordinance No. 932 is as follows:

#### CITY OF SHORELINE PROPOSITION NO. 1

#### **GENERAL OBLIGATION BONDS FOR PARKS AND RECREATION IMPROVEMENTS**

The City Council of the City of Shoreline adopted Ordinance No. 932 concerning neighborhood park improvements. This proposition authorizes the City to improve and/or construct City parks, including playgrounds, an accessible play area, splash-pads, multi-sports courts, walking and sensory trails, picnic shelters, off-leash dog areas, sports fields and/or other park amenities; install public art; acquire and improve new park land; issue up to \$38,500,000 of general obligation bonds maturing within 20 years to finance and refinance such projects; and levy annual excess property taxes to repay such bonds, as provided in Ordinance No. 932.

Should this proposition be approved:

YES.....

NO .....

Staff is still working on small edits to the ballot language and may continue to provide updates to the City Council prior to final action of proposed Ordinance No. 932 on June 28, 2021.

### *Voters' Pamphlet*

For primary and general elections, King County publishes a local voters' pamphlet. All jurisdictions requesting that a measure be placed on the ballot are automatically included in the local voters' pamphlet. The City must provide an explanatory statement of the ballot title for the voter's pamphlet. The statement describes the effect of the measure if it is passed into law and cannot intentionally be an argument likely to create prejudice either for or against the measure. The explanatory statement is limited to 250 words, must be signed by the City Attorney, and submitted to King County Elections by August 3, 2021. City staff is working with the City's Bond Counsel to finalize the proposed voters' pamphlet content.

The City is also responsible for appointing committees to prepare statements in favor of and in opposition to the ballot measure for the voters' pamphlet. There is a limit of three members per committee. The committee appointments must be filed by August 3, 2021. If Council moves forward with adoption of proposed Ordinance No. 932, staff will schedule these committee appointments at the City Council meeting on July 19, 2021, since the Council will be on its first summer break between June 28 and July 19. Staff would begin advertising for interested parties to submit applications on June 29, 2021.

The statements in favor of or in opposition to the ballot measure must be submitted by the Pro and Con committees to King County Elections no later than August 10, 2021. These statements are limited to 200 words. Rebuttal statements by each of the respective committees must be submitted to the County no later than August 12, 2021. Rebuttal statements are limited to 75 words.

### **Next Steps**

If Council directs staff to continue to move forward with a ballot measure to fund the park improvements, the next steps in the process would be as follows:

- Continued Council discussion of proposed Ordinance No. 932 and potential action on June 28, 2021.
- If the proposed Ordinance is adopted with direction for a Voter's Pamphlet to be included, staff would solicit interested persons and Council would appoint Pro and Con committees for the Voters' Pamphlet on July 19, 2021.
- Staff would then execute the Communication Plan regarding the ballot measure, including a City mailer to all residents about the ballot measure.

## **FINANCIAL IMPACT**

While proposed Ordinance No. 932 does not have an immediate financial impact, the Ordinance would authorize the City to place a measure on the ballot, and if approved by voters, would authorize the issuance of bonds in the principal amount of up to \$38,500,000 for improvements to five neighborhood parks; investments in park amenities for three additional parks; and the acquisition and improvement of new park land. Repayment of these bonds would be supported by a special property tax levy that is estimated to impact the median priced homeowner by a net average of \$112 per year for up to 20 years.

The Ordinance provides that Senior Citizens, Disabled Persons, and Disabled Veterans meeting age, income, and/or disability requirements identified in RCW 84.36.381 would be eligible, and can apply with King County, for an exemption or deferral from this tax.

## **RECOMMENDATION**

No action is required tonight. Staff recommends that the City Council give direction to staff to place a ballot measure on the November 2021 General Election as well as discuss proposed Ordinance No. 932 and provide guidance to staff on the proposed Ordinance. Proposed Ordinance No. 932 is scheduled to be brought back to Council for potential action on June 28, 2021.

## **ATTACHMENTS**

Attachment A: Proposed Ordinance No. 932



**ORDINANCE NO. 932**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, PROVIDING FOR THE FORM OF THE BALLOT PROPOSITION AND SPECIFYING CERTAIN OTHER DETAILS CONCERNING SUBMISSION TO THE QUALIFIED ELECTORS OF THE CITY AT A GENERAL ELECTION TO BE HELD THEREIN ON NOVEMBER 2, 2021, OF A PROPOSITION FOR THE ISSUANCE OF ITS GENERAL OBLIGATION BONDS IN THE AGGREGATE PRINCIPAL AMOUNT OF NOT TO EXCEED \$38,500,000, OR SO MUCH THEREOF AS MAY BE ISSUED UNDER THE LAWS GOVERNING THE INDEBTEDNESS OF CITIES FOR THE PURPOSE OF PROVIDING FUNDS TO FINANCE AND REFINANCE PARK AND RECREATIONAL FACILITY IMPROVEMENTS, INCLUDING THE ACQUISITION OF LAND, AND LEVY EXCESS PROPERTY TAXES TO PAY THE BONDS.**

WHEREAS, on July 31, 2017, following an 18-month community outreach engagement process, the Shoreline City Council (the “Council”) unanimously passed Resolution No. 412, adopting the 2017-2023 Parks, Recreation & Open Space Plan (the “PROS Plan”); and

WHEREAS, the PROS Plan identifies a 20-year vision and framework for the City of Shoreline’s (the “City”) recreation and cultural programs, and for maintenance and investment in park, recreation and open space facilities; and

WHEREAS, Strategic Action Initiative #3 in the PROS Plan established a goal to expand recreation facility opportunities and Strategic Action Initiative #7 established a goal to ensure adequate parkland for future generations; and

WHEREAS, since the adoption of the PROS Plan, City staff have developed concept designs and cost estimates for selected parks and reviewed opportunities for property acquisition to achieve those goals; and

WHEREAS, in order to pay the costs of financing and refinancing a portion of the costs of the PROS Plan, including the acquisition of real property, it is deemed necessary and advisable by the Council that the City issue and sell one or more series of its unlimited tax general obligation bonds in the principal amount of not to exceed \$38,500,000 (the “Bonds”); and

WHEREAS, the Constitution and laws of the State of Washington provide that the question of whether such Bonds may be issued and sold for such purposes, and taxes levied to pay such Bonds, must be submitted to the qualified electors of the City for their ratification or rejection;

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

**Section 1. Findings.** The Council hereby finds that the best interests of the residents of the City require the City to construct, develop, equip, upgrade, acquire, and improve the parks and recreation facilities, including the acquisition of park land, as described in the PROS Plan, as it

may be amended from time to time (the “Projects”). The Projects may include, depending on the location, the following:

- Improvements to Brugger’s Bog, Hillwood, Richmond Highlands, Briarcrest Community (Hamlin East), and James Keough Parks, including constructing and/or improving playgrounds, splash-pads, multi-sports courts, walking trails, picnic shelters, off-leash dog areas, and accessible play areas for people of all physical abilities;
- Constructing a new off-leash dog area and play area at Ridgecrest Park;
- Improving the off-leash dog area and making field improvements at Shoreview Park;
- Improving the education center and children’s garden at Kruckeberg Botanic Garden to make it more accessible to people of all abilities, among other improvements;
- Installing public art throughout the City park system;
- Acquiring land and/or making park improvements to expand Paramount Open Space, Brugger’s Bog, and Rotary Park, in addition to other park land acquisitions; and
- Constructing, developing, equipping, upgrading, acquiring and improving other park and recreational facilities in the City park system.

The Projects shall include the acquisition of real property as necessary to locate such facilities. The City shall complete the Projects at the time, in the order and in the manner deemed most necessary and advisable by the Council. Costs of the Projects, which are estimated to be more than \$38,500,000, will be paid from, or refinanced with, proceeds of the Bonds (as defined in Section 2) authorized herein and other available funds of the City.

The cost of all necessary appraisals, negotiation, property acquisition, closing, architectural, engineering, project management, financial, legal and other consulting services, inspection and testing, demolition, administrative and relocation expenses, permitting, mitigation, construction, and other costs incurred in connection with the foregoing capital improvements shall be deemed a part of the capital costs of such Projects. Such Projects shall be complete with all necessary real property, equipment and appurtenances.

The Council shall determine the exact specifications for the Projects, and the components thereof, as well as the timing, order and manner of completing the components of the Projects. The Council may alter, make substitutions to, and amend such components as it determines are in the best interests of the City and consistent with the general descriptions provided herein. The Council shall determine the application of moneys available for the various Projects so as to accomplish, as nearly as may be, all of the Projects.

If the Council shall determine that it has become impractical to design, construct, improve, obtain permits, renovate, acquire, develop, or equip all or any component of the Projects by reason of changed conditions, incompatible development, costs substantially in excess of the amount of Bond proceeds or tax levies estimated to be available, or acquisition by or dependence on a superior governmental authority, the City shall not be required to provide such component or components. If all of the Projects have been constructed or acquired or duly provided for, or found

to be impractical, the City may apply remaining proceeds of the Bonds authorized herein (including earnings thereon) or any portion thereof to other park, recreation and open space capital purposes or to the redemption of the Bonds as the Council, in its discretion, shall determine.

In the event that the proceeds from the sale of the Bonds, plus any other money of the City legally available for such purpose, are insufficient to accomplish all of the Projects, the City shall use the available funds for paying the cost of those portions of the Projects deemed by the Council most necessary and in the best interest of the City.

**Section 2. Authorization of Bonds.** For the purpose of providing all or a portion of the funds necessary to finance and/or refinance debt previously issued by the City to finance the costs of the Projects, together with incidental costs and costs of issuance of the Bonds, the City shall issue and sell its unlimited tax general obligation bonds in the aggregate principal amount of not to exceed \$38,500,000 (the “Bonds”). The Bonds shall be issued in an amount not exceeding the amount approved by the electors of the City and not exceeding the amount permitted by the Constitution and laws of the State of Washington. The balance, if any, of the cost of the Projects shall be paid out of any other legally available funds. The Bond proceeds (and earnings thereon) shall be used to finance and refinance the costs of the Projects, together with incidental costs and costs related to the sale and issuance of the Bonds, and shall not be used for the replacement of equipment or for a purpose other than a capital purpose.

**Section 3. Details of the Bonds.** The Bonds provided for in Section 2 hereof shall be issued in such amounts and at such time or times as deemed necessary and advisable by the Council and as permitted by law. The Bonds may be issued in one or more series and shall bear interest payable at a rate or rates authorized by the Council. The Bonds shall mature in such amounts and at such times within a maximum term of 20 years from date of issue of a series, all as authorized by the Council and as provided by law. The Bonds shall be unlimited tax general obligations of the City and, unless paid from other sources, both principal of and interest on the Bonds shall be payable out of annual tax levies to be made upon all the taxable property within the City without limitation as to rate or amount and in excess of any constitutional or statutory tax limitations. The exact date, form, terms, maturities, covenants and manner of sale of the Bonds shall be as hereafter fixed by ordinance or ordinances of the Council.

In anticipation of the issuance of the Bonds, the City has issued and may issue additional short-term obligations as authorized by chapter 39.50 RCW. Such obligations may be paid or refunded with proceeds of the Bonds. The proceeds of the Bonds may also be used to reimburse the City for expenditures previously made for such Projects.

**Section 4. Bond Election.** It is hereby found that the best interests of the inhabitants of the City require the submission to the qualified electors of the City of a proposition authorizing the City to issue Bonds for the purposes of funding the Projects, at an election to be held on November 2, 2021. The City Council has determined that the excess levy would be eligible for exemptions and deferrals as allowed under RCW 84.36.381. The King County Director of Records and Elections, as *ex officio* supervisor of elections in King County, Washington, is hereby requested to assume jurisdiction of and to call and conduct the election to be held within the City and to submit to the qualified electors of the City the proposition hereinafter set forth. Such election shall be conducted by mail.

The City Clerk is hereby authorized and directed to certify the proposition to the King County Director of Records and Elections (the “Director”) in substantially the following form:

CITY OF SHORELINE PROPOSITION NO. 1

**GENERAL OBLIGATION BONDS FOR  
PARKS AND RECREATION IMPROVEMENTS**

The City Council of the City of Shoreline adopted Ordinance No. 932 concerning neighborhood park improvements. This proposition authorizes the City to improve and/or construct city parks, including playgrounds, an accessible play area, splash-pads, multi-sports courts, walking and sensory trails, picnic shelters, off-leash dog areas, sports fields and/or other park amenities; install public art; acquire and improve new park land; issue up to \$38,500,000 of general obligation bonds maturing within 20 years to finance and refinance such projects; and levy annual excess property taxes to repay such bonds, as provided in Ordinance No. 932.

Should this proposition be approved?

YES.....

NO .....

For purposes of receiving notice of the exact language of the ballot proposition required by RCW 29A.36.080, the City Council hereby designates: (a) the City Clerk and (b) the City Attorney, as the individuals to whom such notice should be provided. The City Attorney and City Clerk are each authorized individually to approve changes to the ballot title, if any, deemed necessary by the Director.

The City Clerk is authorized to make necessary clerical corrections to this Ordinance including, but not limited to, the correction of scrivener's or clerical errors, references, numbering, section/subsection numbers, and any reference thereto.

The proper City officials are authorized to perform such duties as are necessary or required by law to submit the question of whether the Bonds shall be issued, as provided in this Ordinance, to the electors at the November 2, 2021 election.

**Section 5. Voters’ Pamphlet.** The Council finds and declares it to be in the best interests of the City to have information regarding the aforesaid proposition included in local voters’ pamphlets, and authorizes the appropriate costs thereof to be charged to and paid by the City, and further authorizes and directs the City Attorney and City Clerk to provide such information to the Director and to take such other actions as may be necessary or appropriate to that end.

**Section 6. Ratification.** Any act consistent with the authority and prior to the effective date of this Ordinance is hereby ratified and confirmed.

**Section 7. Severability.** If any one or more of the covenants or agreements provided in this Ordinance to be performed on the part of the City shall be declared by any court of competent jurisdiction to be contrary to law, then such covenant or covenants, agreement or agreements, shall be null and void and shall be deemed separable from the remaining covenants and agreements of this Ordinance and shall in no way affect the validity of the other provisions of this Ordinance or of the Bonds. All acts taken pursuant to the authority granted in this Ordinance but prior to its effective date are hereby ratified and confirmed.

**Section 8. Effective Date.** This Ordinance shall take effect and be in force five (5) days from and after its passage, approval, and publication, as required by law. A summary of this Ordinance, consisting of the title, may be published in lieu of publishing the Ordinance in its entirety.

**PASSED BY THE CITY COUNCIL ON JUNE 28, 2021.**

\_\_\_\_\_  
Mayor Will Hall

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Jessica Simulcik Smith  
City Clerk

\_\_\_\_\_  
Pacifica Law Group LLP  
Bond Counsel

Date of Publication: \_\_\_\_\_  
Effective Date: \_\_\_\_\_

CERTIFICATE

I, the undersigned, City Clerk of the City of Shoreline, Washington, and keeper of the records of the City Council, DO HEREBY CERTIFY:

1. That the attached Ordinance is a true and correct copy of Ordinance No. \_\_\_\_\_ of the City (the "Ordinance"), as finally adopted at a regular meeting of the City Council held on \_\_\_\_\_, 2021, and duly recorded in my office.

2. That said meeting was duly convened and held in all respects in accordance with law, including but not limited to Washington State Governor Inslee's emergency proclamation No. 20-28 issued on March 24, 2020, as amended and supplemented, temporarily suspending portions of the Open Public Meetings Act (chapter 42.30 RCW), and due and proper notice of such meeting was given; that a legal quorum was present throughout the meeting and a legally sufficient number of members of the Council voted in the proper manner for the passage of said Ordinance; that all other requirements and proceedings incident to the proper passage of said Ordinance have been fully fulfilled, carried out and otherwise observed; and that I am authorized to execute this certificate.

Dated this \_\_\_\_ day of \_\_\_\_\_, 2021.

CITY OF SHORELINE, WASHINGTON

\_\_\_\_\_  
City Clerk

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

|                      |   |   |                                 |
|----------------------|---|---|---------------------------------|
| <b>AGENDA TITLE:</b> | Discussion of Proposed American Rescue Plan Act (ARPA) Funding Allocation |   |                                 |
| <b>DEPARTMENT:</b>   | Recreation, Cultural and Community Services                               |   |                                 |
| <b>PRESENTED BY:</b> | Susana Villamarin, Senior Management Analyst                              |   |                                 |
| <b>ACTION:</b>       | <input type="checkbox"/> Ordinance  | <input type="checkbox"/> Resolution     | <input type="checkbox"/> Motion |
|                      | <input checked="" type="checkbox"/> Discussion                            | <input type="checkbox"/> Public Hearing |                                 |

**PROBLEM/ISSUE STATEMENT:**

The American Rescue Plan Act (ARPA), which was signed into law by President Biden on March 11, 2021, is a \$1.9 trillion economic stimulus bill. Within the ARPA, the Coronavirus State and Local Fiscal Recovery Fund provides \$350 billion for states, municipalities, counties, tribes, and territories, including \$130 billion for local governments, split evenly between municipalities and counties. The City of Shoreline was initially advised to expect approximately \$12.4 million in Recovery Funds, but after appeals and reviews from other entities not receiving funds, the United States Treasury Department recalculated the allocations and the final amount awarded to the City is \$7,533,842. The City will receive the funds in two tranches, with 50% received this year and the remaining 50% in 2022 a year from the first tranche date.

ARPA funding covers the period of March 3, 2021, through December 31, 2024. Costs must be incurred/obligated by December 31, 2024 and must be spent by December 31, 2026. Staff are continuing to work on developing a comprehensive plan to make the best use of these funds within the required timeframes.

Tonight, staff will present a proposed phased funding plan for the City's final ARPA funds of \$7.53M. Staff is seeking Council's feedback on the proposed targeted allocations of the City's ARPA funds, whether Council is comfortable with the proposed phased funding plan approach, and whether Council support staffs' Phase 1 funding recommendations, including funding 1.4 FTE 'ARPA Navigator' positions, supporting community, youth and business recovery efforts, and funding wastewater and stormwater capital projects focused in the light rail station areas.

**RESOURCE/FINANCIAL IMPACT:**

The \$7,533,842 in ARPA funding the City will receive will cover eligible expenditures that are fully obligated by December 31, 2024. Budgeting these funds will happen through a mid-biennium budget adjustment for the 2021-2022 biennial budget, and then through future biennial budget processes.



## **RECOMMENDATION**

Staff recommends that the City Council review and approve staff's recommended Phase 1 ARPA funding allocation and provide feedback on staff's proposed overall approach to developing recommendations for the use of the City's ARPA funds.

Approved By:        City Manager ***DT***    City Attorney ***MK***

## **BACKGROUND**

The American Rescue Plan Act (ARPA), which was signed into law by President Biden on March 11, 2021, is a \$1.9 trillion economic stimulus bill. Within the ARPA, the Coronavirus State and Local Fiscal Recovery Fund provides \$350 billion for states, municipalities, counties, tribes, and territories, including \$130 billion for local governments, split evenly between municipalities and counties. The City of Shoreline was initially advised to expect approximately \$12.4 million in Recovery Funds, but after appeals and reviews from other entities not receiving funds, the United States Treasury Department recalculated the allocations and the final amount awarded to the City is \$7,533,842. The City will receive the funds in two tranches, with 50% received this year and the remaining 50% in 2022 a year from the first tranche date.

ARPA funding covers the period of March 3, 2021, through December 31, 2024. Costs must be incurred/obligated by December 31, 2024 and must be spent by December 31, 2026. Staff are continuing to work on developing a comprehensive plan to make the best use of these funds within the required timeframes.

### **Eligible Uses of Funding**

Coronavirus State and Local Fiscal Recovery Funds provide a substantial infusion of resources to meet pandemic response needs and rebuild a stronger, more equitable economy as the country recovers. Within the categories of eligible uses, recipients have broad flexibility to decide how best to use this funding to meet the needs of their communities. Recipients may use Coronavirus State and Local Fiscal Recovery Funds as follows:

- To respond to the public health emergency caused by COVID-19 or its negative economic impacts, including assistance to households, small businesses, and nonprofits, or aid to impacted industries such as tourism, travel, and hospitality.
- To respond to workers performing essential work during the COVID-19 public health emergency by providing premium pay to eligible workers.
- For the provision of government services to the extent of the reduction in revenue due to the COVID-19 public health emergency relative to revenues collected in the most recent full fiscal year prior to the emergency.
- To make necessary investments in water, sewer (includes both storm and wastewater), or broadband infrastructure.

### **Guiding Principles**

Staff are using the following guiding principles to develop a recommended ARPA funding allocation plan to the City Council:

- ARPA funds are temporary in nature and a one-time allocation. As such, staff will be recommending programs that should not be considered on-going and will terminate when the ARPA funds have been expended by the City. Investment in qualifying infrastructure projects support this principle.
- The City needs to be informed of the ARPA plans of other regional partners so that the use of the City's allocation can best meet the needs of the community

and fill gaps not identified by other programs. This includes understanding the program eligibility from other federal and state programs.

- The City program should have a role in helping Shoreline residents and businesses navigate the process to access funds through local, regional, state, and federal programs.
- Needs may evolve over a multi-year process and as such the programming of funds should be prudent and not rushed. The program may be a multi-phased process.

### **DISCUSSION**

Following the passage of ARPA, the City Manager formed an internal staff committee to consider how Shoreline might make the most strategic use of these resources. Overall, the City Manager determined targeted allocations for each category. Staff's preliminary funding allocations are as follows:

| <b>Category</b>   | <b>Subcategory</b>                        | <b>Targeted Amounts</b> |
|---|---|-------------------------|
| Respond to public health emergency caused by COVID-19 or its negative economic impacts. | a. Limited Term ARPA Navigators (1.4 FTE) | \$511,000               |
|   | b. Human Service Needs                    | \$1,600,000             |
|   | c. Community and Youth Recovery           | \$400,000               |
|   | d. Business Recovery and Stabilization    | \$500,000               |
| City cost recovery for COVID-19 related expenses.                                       |   | \$500,000               |
| Make necessary investments in water, sewer, stormwater, or broadband infrastructure.    |   | \$4,022,000             |
| <b>Total</b>  |   | <b>\$7,533,000</b>      |

Given that there are still several unknowns about programs that will be offered regionally for which Shoreline residents, non-profits and businesses will be eligible to seek funding, staff is recommending that the City take a phased approach in determining the full programming of its allocation of ARPA funds. Staff's Phase 1 recommendation is as follows:

1. Allocate \$511,000 to fund up to 1.4 FTE limited-term ARPA Navigator positions.
2. Allocate \$225,000 to fund community and youth recovery by supporting the YOLO program and a contracted Mental Health Therapist for youth and teens during 2022.
3. Allocate \$93,000 to fund outreach and analysis to Shoreline businesses through a three-year partnership with the Shoreline Chamber of Commerce.
4. Allocate approximately \$4M for qualifying infrastructure investments.

## Proposed Phase 1 Funding Plan Detail

### **1. Allocate \$511,000 to Fund up to 1.4 FTE Limited-Term ARPA Navigators**

Staff recommends taking a strategic approach to Shoreline's safety net investments by first hiring term-limited staff, who will be identified as ARPA Navigators, to research all federal, county and state ARPA programs and to support Shoreline residents in their efforts to access those programs. This will ensure the greatest leveraging of other funding while also providing a more complete understanding of local gaps, which can then be supported with City ARPA funds. In addition to researching human service safety net programs, the ARPA Navigation Team will be expected to research specific resources available to small businesses and to work with the Economic Development Manager to proactively disseminate that information locally.

The City of Lake Forest Park has expressed interest in providing some of its ARPA dollars to leverage Shoreline's navigation efforts for Lake Forest Park residents. Should this agreement come to fruition, it would offset projected Shoreline expenditures and require the Navigation Team to proactively share the findings of their research with staff in Lake Forest Park.

Staff recommends an initial expenditure from Shoreline's ARPA funding as follows:

| <b>Staffing</b>                                   | <b>Time Frame</b> | <b>Cost</b>      |
|---|-------------------|------------------|
| 0.4 FTE (rounding up existing 0.6 FTE to 1.0 FTE) | 7/2021-6/2024     | \$154,000        |
| 1.0 FTE (New Position)                            | 9/2021-8/2024     | \$357,000        |
|   | <b>TOTAL</b>      | <b>\$511,000</b> |

The costs shown in this table assume term limited positions continuing for the maximum of three years as allowed by City policy. However, the actual term of employment will depend on the level of service needed, so they could end sooner.

### **2. Allocate \$225,000 to Fund Community and Youth Recovery**

The Youth Resource Navigator (partnership with YouthCare) who was hired in the middle of the year, and the Mental Health Therapist funded by a grant through Best Starts for Kids (BSK), have been essential members of the staff team working to support Shoreline youth over the past year, many times in intense crisis situations which otherwise would result in tragic outcomes. Youth Outreach and Leadership Opportunities (YOLO) staff have also been integral in connecting youth to each other as well as to services over this year through creative social media campaigns and activities.

The BSK grant which funds both the mental health therapist and the YOLO program is likely to be unavailable during 2022 due to the timing of the renewal levy vote. This means that funding for both the YOLO staff and for the mental health therapist is currently only available through December 31, 2021. As mental health resources have been and will continue to be critical for youth dealing with impacts of COVID 19, staff recommends prioritizing funds to ensure that both YOLO and the mental

health therapist services can be sustained throughout the BSK gap year. Should the City be awarded new grant funding sooner prior the end of 2022, the balance of allocated ARPA funds will become available for other purposes.

Staff recommends initial spending of \$225,000 to ensure continuation of services for both the YOLO program and the Mental Health Therapist services for teens through Center for Human Services. Staff will monitor the ongoing needs of Shoreline youth as the year progresses to determine how best to utilize the balance of funds in this category.

**3. Allocate \$93,000 to Fund Outreach and Analysis to Shoreline Businesses Through a Partnership with the Shoreline Chamber of Commerce**

To cultivate ongoing relationships and better understand local business needs considering the widespread economic effects of the pandemic, the City would partner with the Shoreline Chamber of Commerce to contract for outreach to small businesses to better understand their needs, including the identification of challenges or opportunities for growth that the City can facilitate in the economic recovery. By establishing a systematic program of information-gathering and networking with Shoreline businesses, the City will add fundamental strength at the core of its economic development strategy, as existing businesses are the lifeblood of a local economy. This program, along with regional data and other economic impact surveys, will help inform future ARPA funding phase recommendations the City could consider for supporting businesses.

The City was already in the process of executing a contract with the Shoreline Chamber of Commerce for an annual six-month contract to provide business outreach and documentation services with \$25,000 of annual funding from the City's economic development budget. This contract stipulates an expected outreach to 80 different businesses for each contract period. Adding an additional \$31,000 in annual allocation from the City's ARPA funding would increase the annual Chamber contract to \$56,000 and enable the program to be extended year-round for the next three years. This would result in a doubling of the annual outreach to at least 160 meetings per year each of the three years. The contract would also include development of a database and identifying challenges or growth opportunities for the business community that the City or its partners may be able to support or facilitate. A future program based on the outcomes of this project could lead to a City-Chamber of Commerce partnership that would have the City only providing a portion of funding to support on-going business outreach.

**4. Allocate Approximately \$4M for Qualifying Infrastructure Investments**

Staff is recommending that Council allocate \$4 million of ARPA funds for wastewater and storm water projects. Staff focused on projects in areas that serve economic development, principally within the 145<sup>th</sup> and 185<sup>th</sup> light rail station areas, and that can be obligated by December 31, 2024 and construction complete (all expenditures made) by December 31, 2026. In developing a list of projects to consider for application of these funds, staff consulted the 145<sup>th</sup> and 185<sup>th</sup> Subarea Plans, the Ronald Wastewater District Comprehensive Sewer Plan, the City's Stormwater Master Plan, and recent modeling information.

Staff also consulted with Seattle Public Utilities-Water (SPU) and the North City Water District (NCW) to determine if there would be any water projects that should be considered. In conversation with SPU and NCW on ARPA funding, the utilities did not propose or recommend that any water projects be considered. Staff did consider a SPU project associated with work on the 145<sup>th</sup> Interchange and Corridor Projects but given that there are still some unknowns and the potential for some alternative funding mechanisms, determined that this project should not be further considered at this time.

Staff has determined that applying ARPA funding to the projects in the table below provide the most benefit to the light rail station areas and meet the ARPA regulatory requirements. In these projects, the ARPA funding supports and/or accelerates a project that supports development in the station areas. In addition, the ARPA funds will offset the need for City funds either in the form of utility funds or other project funds needed to complete the project. The estimates in the tables below are a “rough order of magnitude” and will be updated as the projects develop.

| Utility      | Description  | Obligation Date | Cost (ARPA Eligible) |
|--------------|--|-----------------|----------------------|
| Sewer        | <p><b>Modify an existing sewer utility hole at east end of 148<sup>th</sup> non-motorized bridge.</b><br/>           The project will modify an existing utility hole as part of the bridge project. This project serves the 145<sup>th</sup> station area.</p>  | 2023            | \$130,000            |
| Sewer        | <p><b>Replace and realign an existing sewer line in the 3<sup>rd</sup> Avenue alignment from 145<sup>th</sup> to 147<sup>th</sup> as part of the 145<sup>th</sup> projects.</b> A portion of this project is driven by the needs of the 145<sup>th</sup> interchange project and the remainder is to realign and upsize the existing sewer line to support nearby development and flows from Seattle. This project serves the 145<sup>th</sup> station area.</p> | 2024            | \$1,500,000          |
| Storm        | <p><b>Upgrade stormwater pump station 26.</b><br/>           This project involves a full rebuild due to its age, lack of ability to handle high-runoff events without flooding, and frequent pump maintenance issues. The pump station is on 10<sup>th</sup> Avenue NE, just south of NE 185<sup>th</sup> Street and serves the 185<sup>th</sup> station area.</p>  | 2023            | \$2,400,000          |
| <b>TOTAL</b> |  |                 | <b>\$4,030,000</b>   |

Other projects considered but not recommended are as follows:

| Utility | Description  | Obligation Date | Cost (ARPA Eligible) |
|---------|--|-----------------|----------------------|
| Water   | <b>Lower and relocate a 24" water main, 8" water lines and appurtenances as part of the 145<sup>th</sup> interchange and corridor projects.</b> SPU contends that they are not obligated to fund this work as part of the project. This project serves the 145 <sup>th</sup> station area. | 2024            | \$1,500,000          |
| Water   | <b>1<sup>st</sup> Avenue Main upgrade and fire hydrants.</b> Replace 580 linear feet of 4" cast iron main with 8" ductile iron and add hydrant at in 1st Avenue between 145 <sup>th</sup> and 147 <sup>th</sup> Streets. This project serves the 185 <sup>th</sup> station area.           | 2024            | \$872,000            |
| Sewer   | <b>Lift station 15 upgrades (RWD PS 3&amp;4).</b> This project serves the 185 <sup>th</sup> station area.  | 2025            | \$1,700,500          |
| Sewer   | <b>185<sup>th</sup> Street and 10<sup>th</sup> Avenue sewer force main upgrade associated with lift station 15 upgrade (RWD 2025 CIP-1).</b> This project serves the 185 <sup>th</sup> station area.   | 2025            | \$650,000            |
| Sewer   | <b>1st Avenue sewer line upgrade from NW 180<sup>th</sup> Street to NW 185<sup>th</sup> Street (RWD 2023 CIP).</b> This project serves the 185 <sup>th</sup> station area.   | 2023            | \$970,000            |
| Sewer   | <b>185<sup>th</sup> sewer line upgrade from Meridian Avenue to Corliss Avenue (RWD 2023 CIP).</b> This project serves the 185 <sup>th</sup> station area.  | 2023            | \$325,000            |

### **Future ARPA Funding Phases**

The work of the proposed ARPA Navigators to research all federal, county and state ARPA programs and to support Shoreline residents and businesses in their efforts to access those programs will inform future funding recommendations, specifically in the areas of human services, youth recovery and business stabilization and recovery. Staff anticipate a significant infusion of funds into a variety of safety net programs for both individuals and businesses. For example, this is the high-level expenditure plan recently adopted by King County:

- Community Supports (e.g., food security, rental assistance, etc.) – \$255M
- Vaccination Efforts including mass vaccination sites – \$117M
- Public Health Response to the pandemic – \$114M
- Economic Recovery / Jobs – \$67M
- County Operations in response to the pandemic – \$41M
- Arts, Entertainment, Culture and Science – \$36M



Understanding these various programs will help determine a future recommendation from staff to program approximately \$1.6M in funds reserved for human service needs, nearly \$400,000 for business recovery and stabilization, and \$175,000 for youth recovery, and will allow our local funds to support critical needs that Shoreline residents find they are unable to access elsewhere.

Staff's Phase 1 recommendation for business recovery funding is only a small part of the overall allocation. The Phase 1 program with the Chamber, along with understanding other regional programs, will help inform recommendations for future ARPA funding recommendations for business support. Some ideas for future business recovery and stabilization support include:

- Creation of a revolving loan fund to support commercial tenant improvements in first floor mixed use buildings; especially those that meet the City's goals of creating vibrant, walkable neighborhoods.
- Enhancing small business access to business advisory services through a dedicated Small Business Development Center (SBDC) advisor. SBDC clients are overwhelmingly satisfied with this service, with 97% saying they would recommend SBDC services to others. Compared to the average business in the state, Washington SBDC clients increase revenue and create jobs at significantly greater rates. From 2011 to 2020, these companies grew their sales by 14.4%, more than double the state average of 5.6%, and increased employment 11.4%, while the state average was just 1.5%. The annual cost for a dedicated SBDC advisor is \$121,000.
- Purchasing local business gift cards that could be used as part of a vaccine incentive program.
- Development of a direct cash grant program, similar to the City's CARES funding program. This would be a small direct grant program but could be something that helps businesses in their recovery.

The ARPA dollars designated to cover either revenue loss or direct City expenses related to COVID-19 Response and Recovery funds would be used to cover operational costs necessary to respond to and recover from the COVID-19 pandemic, similar to what was funded using CARES Act expenses. An example of some of the expenses that would be covered would be costs for the City's Remote Learning Program, the Shoreline City Hall lobby monitor, rental of additional vehicles for crew safety, and costs associated with accommodating hybrid meetings and continued remote work.

While staff are still seeking clarification on rules regarding how to calculate and cover the cost of potential revenue loss, based on the information that staff have at this time, staff does not anticipate qualifying for this. The impact of this non-qualification therefore limits the use of the ARPA funds to the types of items that we have mentioned here. Should the rule clarification change staffs' determination, it would broaden the scope of the costs that would be eligible for reimbursement. Currently, staff anticipates identifying at least \$500,000 of eligible expenses in this area. Going forward, if staff determines that the City does not have enough qualified direct expenses, staff will plan to allocate the remaining funds to another authorized expenditure type.

### **Council Discussion Questions**

Tonight, staff is seeking Council's feedback on the following discussion questions:

1. Does Council support the proposed targeted allocation of the City's \$7.53M in ARPA funds?
2. Is Council comfortable with the proposed phased approach?
3. Does Council support the Phase 1 recommendations?
  - a. Does Council support moving forward with the proposed ARPA Navigator positions?
  - b. Does Council support the recommended community/youth and business recovery uses?
  - c. Does Council support the recommended capital projects? Would Council like staff to explore other alternatives or consider other criteria for capital projects to be funded with ARPA funds?

### **RESOURCE/FINANCIAL IMPACT**

The \$7,533,842 in ARPA funding the City will receive will cover eligible expenditures that are fully obligated by December 31, 2024. Budgeting these funds will happen through a mid-biennium budget adjustment for the 2021-2022 biennial budget, and then through future biennial budget processes.

### **RECOMMENDATION**

Staff recommends that the City Council review and approve staff's recommended Phase 1 ARPA funding allocation and provide feedback on staff's proposed overall approach to developing recommendations for the use of the City's ARPA funds.

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

|                      |  |
|----------------------|--|
| <b>AGENDA TITLE:</b> | Discussion of Ordinance No. 933 - Authorizing the Use of Eminent Domain for Acquisition of Certain Real Properties to Construct the NW Innis Arden Way Culvert Replacement Project               |
| <b>DEPARTMENT:</b>   | Public Works   |
| <b>PRESENTED BY:</b> | Tricia Juhnke, City Engineer   |
| <b>ACTION:</b>       | <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion<br><input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing |

**PROBLEM/ISSUE STATEMENT:**

The NW Innis Arden Way Culvert Replacement Project, or Phase 2 of the Hidden Lake Dam Removal Project, has been a City priority since 2014 when City Council authorized staff to cease dredging of Hidden Lake and begin a phased approach to remove Hidden Lake Dam and reestablish Boeing Creek at Hidden Lake. The Project is currently in the right-of-way (ROW) acquisition phase of the project. Settlement offers and negotiations with the property owners affected by this Project have been underway for months. The City has contacted these property owners multiple times over the last two years and in February 2021 presented owners with offers to purchase property rights. In the months since, the City and its consultants have been in regular contact with these homeowners, and while staff intends to continue negotiations, time is of the essence for this Project.

Eminent domain is a power granted to political subdivisions, such as the City of Shoreline, through RCW 8.12 to acquire private property for public use. City staff would like Council to consider moving forward with a condemnation ordinance as the required next step to keep this Project on schedule. Proposed Ordinance No. 933 (Attachment A) provides for this condemnation authority. Included in proposed Ordinance No. 933 are three partial property acquisitions on the properties located downstream of the NW Innis Arden Way culvert. Proposed Ordinance No. 933 is scheduled for Council discussion tonight, with potential action scheduled for June 28, 2021.

**RESOURCE/FINANCIAL IMPACT:**

Passage of proposed Ordinance No. 933 does not in itself affect the settlement amount. Adoption of this Ordinance is the first step for moving forward with the use of eminent domain if negotiations come to an impasse. There are some associated costs for notices and correspondence for this action, including a notice of the final action for adoption of proposed Ordinance No. 933, which will have been published in the Seattle Times once a week for two successive weeks, and notice sent by certified mail to every property owner impacted by the final action at least 15 days prior to final action (see Attachments B and C).

A Statutory Evaluation Allowance (SEA) is available to the property owner if an offer is made under the threat of eminent domain to help defray the owner's expenses. Under RCW 8.25.020, when the City is acquiring property by eminent domain or under the threat of it, property owners are entitled to reimbursement of up to \$750 for costs they incurred evaluating the City's offer.

### **RECOMMENDATION**

No action is required tonight. Staff recommends that the City Council discuss and provide feedback on proposed Ordinance No. 933 authorizing the use of eminent domain for acquisition of certain real properties to construct the NW Innis Arden Way Culvert Replacement Project. Final action on this proposed Ordinance is currently scheduled for the June 28, 2021 City Council meeting.

Approved By:           City Manager **DT**   City Attorney **MK**

## **BACKGROUND**

The City Council discussed the management plan for Hidden Lake, which included alternative surface water management approaches for the Hidden Lake facility, at their September 8, 2014 meeting. At this meeting, the Council [authorized staff to cease dredging of the lake](#) and begin a phased approach to remove Hidden Lake Dam and reestablish Boeing Creek with the goal of reducing long-term costs to the surface water utility.

Without dredging, Hidden Lake is expected to gradually fill itself in with sediment at which time the lake outlet is vulnerable to blockage or the outlet will be bypassed by other natural process which could cause flood flows to overtop and erode the existing dam spillway and block the NW Innis Arden Way culvert inlets. In order to avoid this scenario, which could lead to sudden water on the road embankment or other major flooding damage, the existing Dam should be removed, and the NW Innis Arden Way culverts replaced.

The Hidden Lake Dam Removal and NW Innis Arden Way Projects are currently in the ROW acquisition phase of the project and 60% design has been completed for both phases of the project. Easements have been obtained for the Phase 1 portion of the work (Dam Removal). Easement offers have been presented to property owners for the Phase 2 (NW Innis Arden Way Culvert Replacement) portion of the work, and negotiations are still underway.

## **DISCUSSION**

The NW Innis Arden Way Culvert Replacement project requires ROW acquisition for three parcels downstream of the existing culverts below NW Innis Arden Way. This includes both permanent easements, and other rights such as temporary construction easements (TCEs), which allow the City contractor to be on private property to complete construction, as well as Temporary Environmental Maintenance and Monitoring Easements, which are required to maintain and monitor plantings required by the Project permits.

Negotiations are time consuming and affect the ability of a project to stay on schedule. The first phase of the Hidden Lake Project is expected to be constructed in 2022, with the second phase following in 2024. If the City were unable to settle on all the necessary properties, this project would be at risk of meeting its goals and deadlines for grant funding.

State law (RCW 8.12) allows Shoreline to “condemn” land (hence the term condemnation is often used) and other property for public use after just compensation has been first made or paid into court for the owner. Private property ownership is a privilege that the City of Shoreline respects. The city’s property owners are one of the bedrocks of the community, and with others, support City infrastructure and programs through taxes. The project team is guided through strict property acquisition regulations in order to arrive at an equitable and just settlement with property owners, each compensated with tax dollars that support the project funding. The City therefore must pay the property owner a fair price but cannot make a gift of public funds.



In order to reach a fair and equitable offer, the City's ROW consultant has had Administrative Offer Summaries (AOS) prepared for each parcel. The offers to each parcel was created based on these AOS determinations. Since each of these acquisitions are under \$25,000, no appraisals are required for these parcels. Under threat of eminent domain, the property owner must be informed of and is entitled to up to \$750 in actual costs to review the City's offer. In the event a negotiation reaches an impasse, eminent domain may be the only solution for moving forward.

Proposed Ordinance No. 933 (Attachment A) provides for this condemnation authority for the City Manager or her designee and is being proposed now in order to keep the project on time and within budget. The proposed Ordinance declares the Council's legislative finding that the project is for a public purpose and certain properties are needed to accomplish the project. All three parcels downstream of the NW Innis Arden Way culvert are included in the proposed Ordinance.

If adopted, proposed Ordinance No. 933 provides the City authority to move forward with the use of eminent domain; it does not mean that eminent domain will be used. The project team and ROW consultant will continue negotiations as normal with every property owner if this Ordinance is adopted, and no eminent domain petition will be filed on any property until negotiation efforts have truly been exhausted. The City and its ROW consultant have been reaching out to all property owners to make them aware of this upcoming action, let them know that by law they must be notified via certified mail so that they are expecting this notification, and reassure them that negotiations will continue as normal.

Should negotiations for these properties fail, the next step would be the filing of a petition in Superior Court served on all persons with interest in the property, and a trial date is assigned. Typically, the only issue at trial is the fair market value of the property.

Proposed Ordinance No. 933 is scheduled for Council discussion tonight, with potential action scheduled for June 28, 2021.

### **COUNCIL GOAL(S) ADDRESSED**

Completion of improvements for the NW Innis Arden Way Culvert Replacement Project helps to implement City Council Goal 2: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

### **RESOURCE/FINANCIAL IMPACT**

Passage of proposed Ordinance No. 933 does not in itself affect the settlement amount. Adoption of this Ordinance is the first step for moving forward with the use of eminent domain if negotiations come to an impasse. There are some associated costs for notices and correspondence for this action, including a notice of the final action for adoption of proposed Ordinance No. 933, which will have been published in the Seattle Times once a week for two successive weeks, and notice sent by certified mail to every property owner impacted by the final action at least 15 days prior to final action (see Attachments B and C).

A Statutory Evaluation Allowance (SEA) is available to the property owner if an offer is made under the threat of eminent domain to help defray the owner's expenses. Under RCW 8.25.020, when the City is acquiring property by eminent domain or under the threat of it, property owners are entitled to reimbursement of up to \$750 for costs they incurred evaluating the City's offer.

### **RECOMMENDATION**

No action is required tonight. Staff recommends that the City Council discuss and provide feedback on proposed Ordinance No. 933 authorizing the use of eminent domain for acquisition of certain real properties to construct the NW Innis Arden Way Culvert Replacement Project. Final action on this proposed Ordinance is currently scheduled for the June 28, 2021 City Council meeting.

### **ATTACHMENTS**

- Attachment A: Proposed Ordinance No. 933
- Attachment B: Published Notice of Final Action
- Attachment C: Example of Notice to Property Owner

**ORDINANCE NO. 933**

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, AUTHORIZING ACQUISITION OF CERTAIN REAL PROPERTY INTERESTS BY NEGOTIATED VOLUNTARY PURCHASE, UNDER THREAT OF CONDEMNATION, BY CONDEMNATION, OR BY SETTLING CONDEMNATION LITIGATION, FOR THE PURPOSE OF FACILITATING CONSTRUCTION AND FUTURE MAINTENANCE OF THE NW INNIS ARDEN WAY CULVERT REPLACEMENT PROJECT; FINDING PUBLIC USE AND NECESSITY; AUTHORIZING JUST COMPENSATION FROM THE GENERAL FUND; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, RCW 8.12.030 authorizes the use of condemnation for culverts, drainage, making changes in the grade of any street for the construction of slopes or retaining walls for cuts and fills upon real property abutting any street, or other public use after just compensation has been made; and

WHEREAS, the City has been planning for replacement of the NW Innis Arden Way culvert to support the proposed Hidden Lake Dam Removal and Boeing Creek Restoration Projects which are intended to allow Hidden Lake to return to its natural condition, and improve wildlife habitat in and near Hidden Lake and Boeing Creek, including removal of barriers to fish passage; and

WHEREAS, the City Council finds that acquisition of easements, permanent and temporary, on the properties generally depicted and described in Exhibit A, attached hereto (the “Acquired Properties”), is necessary for the construction of NW Innis Arden Way Culvert Replacement Project; and

WHEREAS, just compensation for the Acquired Properties can be funded through the City’s Surface Water Utility Fund; and

WHEREAS, there will be sustained efforts to negotiate with the owners of the Acquired Properties, and eminent domain action will be taken judiciously after reasonable efforts to reach a negotiated settlement with the owners; and

WHEREAS, in the event that negotiated acquisition of the Acquired Properties is not fully successful, it is essential that the City be prepared to initiate condemnation proceedings; and

WHEREAS, the owners of the Acquired Properties were given notice of the City Council’s June 14, 2021 and June 28, 2021 meetings, and were afforded an opportunity to submit comment at or for those meetings; and

WHEREAS, the City has provided notice of the adoption of this Ordinance in the manner set forth in RCW 8.12.005 and 8.25.290; and

WHEREAS, acquisition of the Acquired Properties is categorically exempt from SEPA review under WAC 197-11-800(5)(a);

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

**Section 1. Condemnation Authorized.** The City Manager is hereby authorized to take necessary steps to acquire all necessary property interests in the land located within the City of Shoreline, County of King, State of Washington, depicted and legally described in Exhibit A attached hereto and by this reference incorporated herein (the “Acquired Properties”) which is necessary for construction and maintenance of the NW Innis Arden Way Culvert Replacement Project, and is hereby condemned,

appropriated and taken for such public use, subject to the making or paying of just compensation to the owners thereof in the manner provided by law.

The City Manager or designee is hereby authorized and directed to execute all documents for the acquisition of all necessary property interests in the Acquired Properties and bring proceedings in the manner provided for by law to condemn, take, damage, and appropriate the Acquired Properties described in this Ordinance pursuant to the powers granted to the City of Shoreline, including RCW 35A.64.200 and Chapters 8.12 and 8.25 RCW. This authorization includes the right to condemn all reversionary interests, easements, and options in said Acquired Properties.

The City Attorney is authorized to begin and prosecute legal proceedings in the manner provided by the law to purchase, condemn, take, appropriate, and otherwise acquire the land and all other interests and property rights and privileges necessary to carry out the purposes of this Ordinance. The City Attorney is also authorized to make minor amendments to any property descriptions or maps of the properties, generally depicted on the attached Exhibit A, as may become necessary to correct scrivener’s errors or to conform the legal description to the precise boundaries of the Acquired Properties.

**Section 2. Finding of Public Use and Necessity.** The Shoreline City Council finds that the acquisition of the Acquired Properties is for a public use and purpose, to-wit: to provide for the construction of the NW Innis Arden Way Culvert Replacement Project that will replace aging critical infrastructure, mitigate flood and erosion risk, and improve wildlife habitat through stream restoration and removal of fish barriers. The City Council further finds property interests, permanent and temporary easements, on the properties generally depicted in Exhibit A, are necessary for the proposed public use and for the benefit of the public. The Whereas clauses set forth above are hereby incorporated into and made part of the Council’s findings.

**Section 3. Compensation.** Compensation to be paid to the owners of the Acquired Properties identified in Section 1, above, and costs and expenses of litigation authorized by this Ordinance, shall be paid from the City’s Surface Water Utility Fund.

**Section 4. Effective Date and Publication.** A summary of this Ordinance consisting of the title shall be published in the official newspaper and the Ordinance shall take effect five days after publication.

**PASSED BY THE CITY COUNCIL ON JUNE 28, 2021.**

\_\_\_\_\_  
Mayor Will Hall

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Julie Ainsworth-Taylor, Assistant City Attorney  
on behalf of Margaret J. King, City Attorney

**ATTEST:**






\_\_\_\_\_  
Jessica Simulcik Smith  
City Clerk

Publication Date: \_\_\_\_\_, 2021

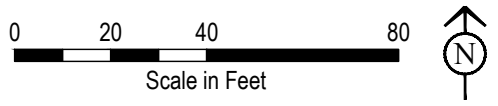
Effective Date: \_\_\_\_\_, 2021



**Legend**

-  PROPERTY LINE
-  RIGHT-OF-WAY
-  EXISTING EASEMENT - 3,550 SQ FT
-  TEMPORARY CONSTRUCTION EASEMENT
-  PERMANENT EASEMENT

**NW Innis Arden Way Boeing Creek Culvert Replacement Project.  
Proposed Easements for Properties South of NW Innis Arden Way.**





**EXHIBIT A**  
**"SUBJECT PARCEL LEGAL"**

*PARCEL NO. 3586501130*

*LOT 1, BLOCK 32, INNIS ARDEN NO. 3, ACCORING TO THE PLAT THEREOF, RECORDED IN VOLUME 46 OF PLATS, PAGE(S) 42 THROUGH 45, INCLUSIVE, IN KING COUNTY, WASHINGTON.*

*(PER RECORDED DEED 20130329002359)*

SW1/4 SEC. 12,T.26N.,R.3E.,W.M.

|   |                 |        |
|---|-----------------|--------|
|  <p><b>PACIFIC GEOMATIC SERVICES, INC.</b><br/>LAND SURVEYING &amp; MAPPING SERVICES<br/>QUALITY SERVICE - CREATIVE SOLUTIONS<br/>12201 CYRUS WAY, SUITE 105<br/>MUKILTEO, WA 98275<br/>PHONE:(425) 778-5620 FAX:(425) 775-2849<br/>WEB: www.PacGeolnc.com</p> <p><b>PGS INC</b></p> | DWN BY: SPJR    | CHK.   |
|   | SCALE: NTS      | KDB    |
|   | DATE: 3/17/2021 |        |
|   | JOB NUMBER      | SHEET  |
|   | 15-019-01       | 1 OF 3 |

**EXHIBIT B  
"EASEMENT LEGAL"**

LOT 1, BLOCK 32, INNIS ARDEN NO. 3, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 46 OF PLATS, PAGE(S) 42 THROUGH 45, INCLUSIVE, IN KING COUNTY, WASHINGTON.

FURTHER DESCRIBED AS FOLLOWS.

BEGINNING AT THE MOST NORTHERLY CORNER OF LOT 8 OF SAID PLAT;

THENCE NORTH 26°21'43" EAST A DISTANCE OF 61.25 FEET TO THE SOUTHERN MARGIN OF NW INNIS ARDEN WAY, AND THE BEGINNING OF A CURVE TO THE NORTHWEST HAVING A RADIUS OF 208.56 FEET WHICH CENTER BEARS NORTH 23°14'02" EAST;

THENCE NORTHWESTERLY ALONG SAID MARGIN THROUGH A CENTRAL ANGLE OF 3°01'36" AN ARC DISTANCE OF 11.02 FEET;

THENCE SOUTH 18°21'18" WEST A DISTANCE OF 64.07 FEET;

THENCE SOUTH 47°44'44" EAST A DISTANCE OF 3.62 FEET TO THE WESTERLY BOUNDARY OF LOT 8;

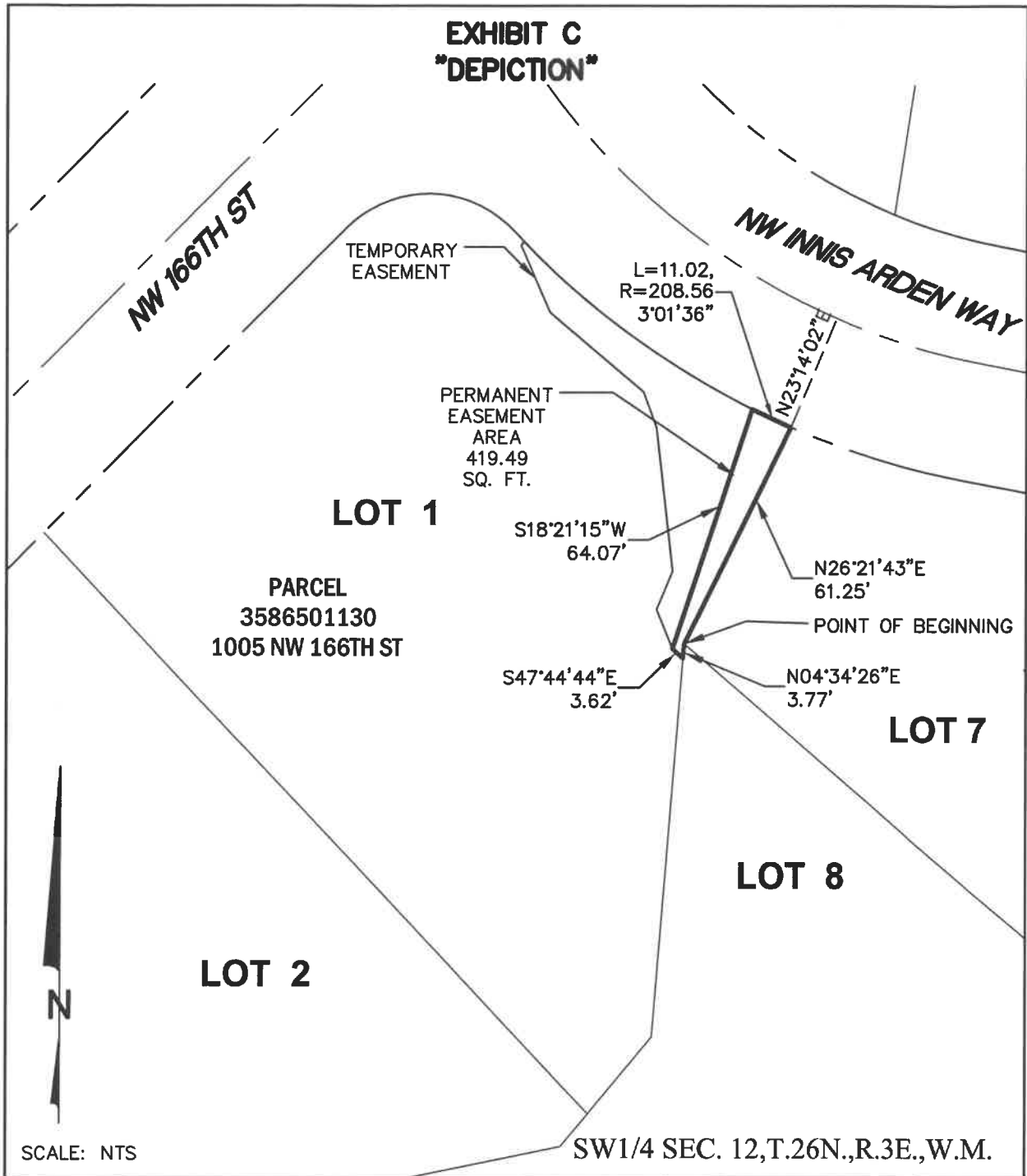
THENCE NORTH 04°34'26" EAST A DISTANCE OF 3.77 FEET ALONG SAID WESTERLY BOUNDARY OF LOT 8 TO THE POINT OF BEGINNING AND TERMINUS OF SAID EASEMENT.

CONTAINING 419.49 SQUARE FEET



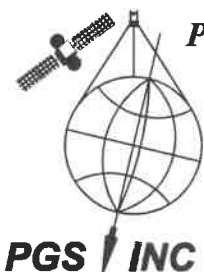
SW1/4 SEC. 12, T.26N., R.3E., W.M.

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SCALE: NTS

SW1/4 SEC. 12, T.26N., R.3E., W.M.



**PACIFIC GEOMATIC SERVICES, INC.**

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| JOB NUMBER      | SHEET  |
| 15-019-01       | 3 OF 3 |

**EXHIBIT A  
"SUBJECT PARCEL LEGAL"**

*PARCEL NO. 3586501130*

*LOT 1, BLOCK 32, INNIS ARDEN NO. 3, ACCORING TO THE PLAT THEREOF, RECORDED IN VOLUME 46 OF PLATS, PAGE(S) 42 THROUGH 45, INCLUSIVE, IN KING COUNTY, WASHINGTON.*

*(PER RECORDED DEED 20130329002359)*

SW1/4 SEC. 12,T.26N.,R.3E.,W.M.

|   |                 |        |
|---|-----------------|--------|
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|   | DATE: 3/17/2021 |        |
|   | JOB NUMBER      | SHEET  |
|   | 15-019-01       | 1 OF 3 |

**EXHIBIT B  
\*EASEMENT LEGAL\***

LOT 1, BLOCK 32, INNIS ARDEN NO. 3, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 46 OF PLATS, PAGE(S) 42 THROUGH 45, INCLUSIVE, IN KING COUNTY, WASHINGTON.

FURTHER DESCRIBED AS FOLLOWS.

COMMENCING AT THE SOUTHERLY CORNER OF LOT 1 OF SAID PLAT;

THENCE NORTH 39°24'02" EAST ALONG THE EASTERLY LINE OF LOT 1 A DISTANCE OF 25.45 FEET;

THENCE NORTH 04°34'26" EAST ALONG SAID LINE A DISTANCE OF 96.55 FEET;

THENCE NORTH 47°44'44" WEST ALONG SAID LINE A DISTANCE OF 3.62 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 21°55'12" WEST A DISTANCE OF 10.75 FEET;

THENCE NORTH 22°28'26" EAST A DISTANCE OF 10.47 FEET;

THENCE NORTH 06°27'06" WEST A DISTANCE OF 36.70 FEET;

THENCE NORTH 20°30'14" WEST A DISTANCE OF 9.60 FEET;

THENCE NORTH 49°30'25" WEST A DISTANCE OF 31.10 FEET;

THENCE NORTH 23°29'35" WEST A DISTANCE OF 18.50 FEET;

THENCE NORTH 39°00'39" EAST TO THE SOUTHERN MARGIN OF NW INNIS ARDEN WAY A DISTANCE OF 1.19 FEET, SAID POINT IS THE BEGINNING OF A CURVE TO THE LEFT HAVING A RADIUS OF 208.56' WHICH CENTER BEARS NORTH 46°05'03" EAST;

THENCE SOUTHERLY ALONG SAID MARGIN THROUGH A CENTRAL ANGLE OF 19°49'25" AN ARC DISTANCE OF 72.16 FEET;

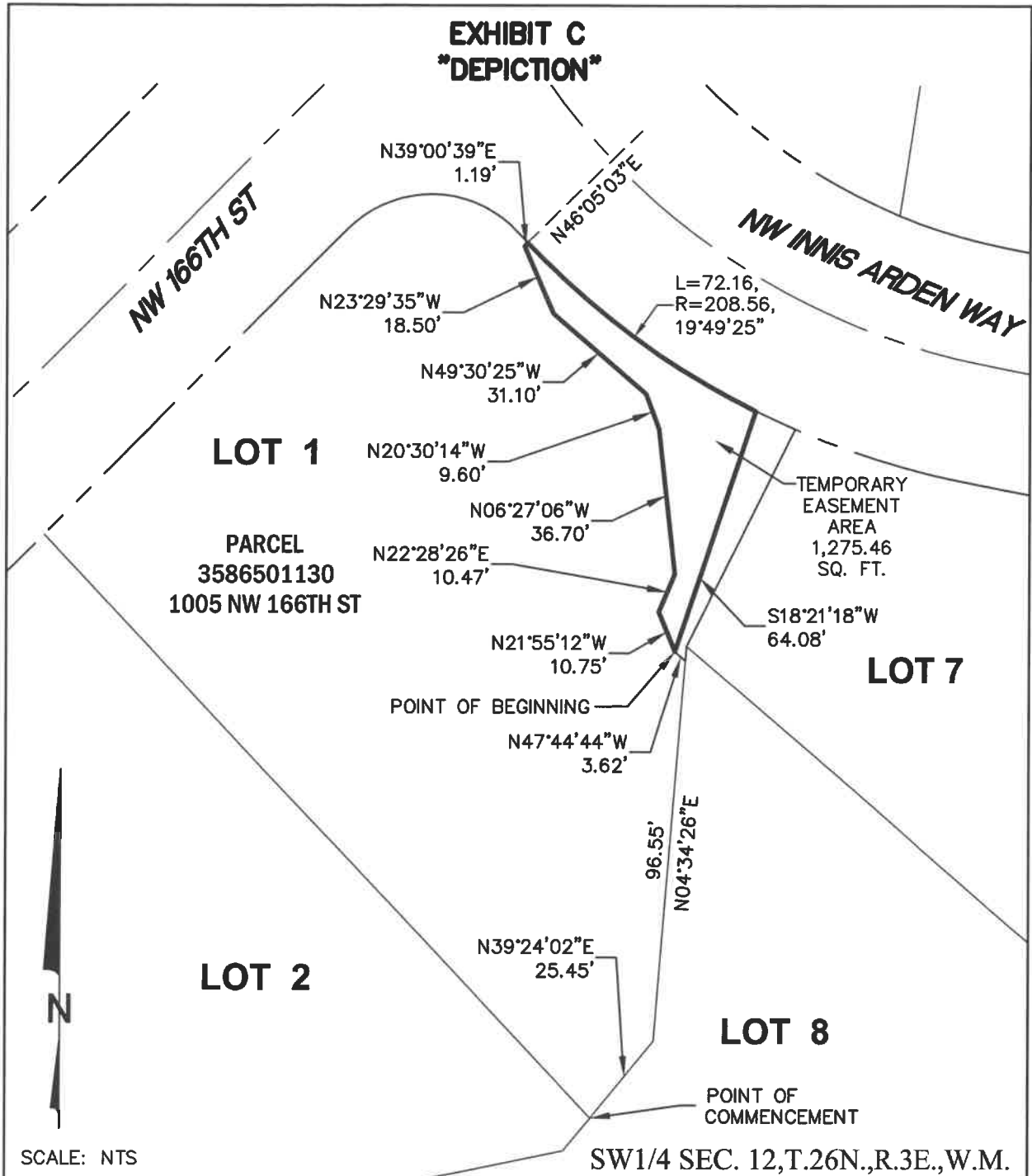
THENCE SOUTH 18°21'18" WEST A DISTANCE OF 64.08 FEET TO THE POINT OF BEGINNING AND THE TERMINUS OF SAID EASEMENT.

CONTAINING 1,275.46 SQUARE FEET



SW1/4 SEC. 12,T.26N.,R.3E.,W.M.

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|  <p><b>PACIFIC GEOMATIC SERVICES, INC.</b><br/>LAND SURVEYING &amp; MAPPING SERVICES<br/>QUALITY SERVICE - CREATIVE SOLUTIONS<br/>12201 CYRUS WAY, SUITE 105<br/>MUKILTEO, WA 98275<br/>PHONE:(425) 778-5620 FAX:(425) 775-2849<br/>WEB: www.PacGeoInc.com</p> <p><b>PGS INC</b></p> | DWN BY: SPJR    |  | CHK.   |  |
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SCALE: NTS



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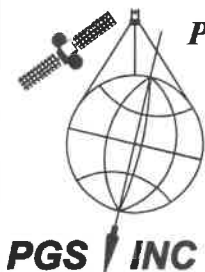


**EXHIBIT A**  
**\*SUBJECT PARCEL LEGAL\***

PARCEL NO. 7785360070

LOT 7 OF SHOREWOOD HILLS DIVISION 2, ACCORDING TO PLAT RECORDED IN VOLUME 112 OF PLATS AT PAGE(S) 48, 49 AND 50 IN KING COUNTY, WASHINGTON.

SW1/4 SEC. 12,T.26N.,R.3E.,W.M.



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**PGS | INC**

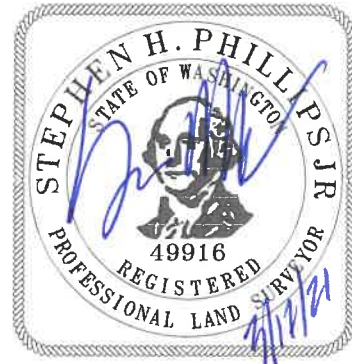
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| DWN BY: SPJR    | CHK.   |
| SCALE: NTS      | KDB    |
| DATE: 3/17/2021 |        |
| JOB NUMBER      | SHEET  |
| 15-019-01       | 1 OF 3 |

**EXHIBIT B  
\*EASEMENT LEGAL\***

LOT 7 OF SHOREWOOD HILLS DIVISION 2, ACCORDING TO PLAT RECORDED IN VOLUME 112 OF PLATS AT PAGE(S) 48, 49 AND 50 IN KING COUNTY, WASHINGTON.

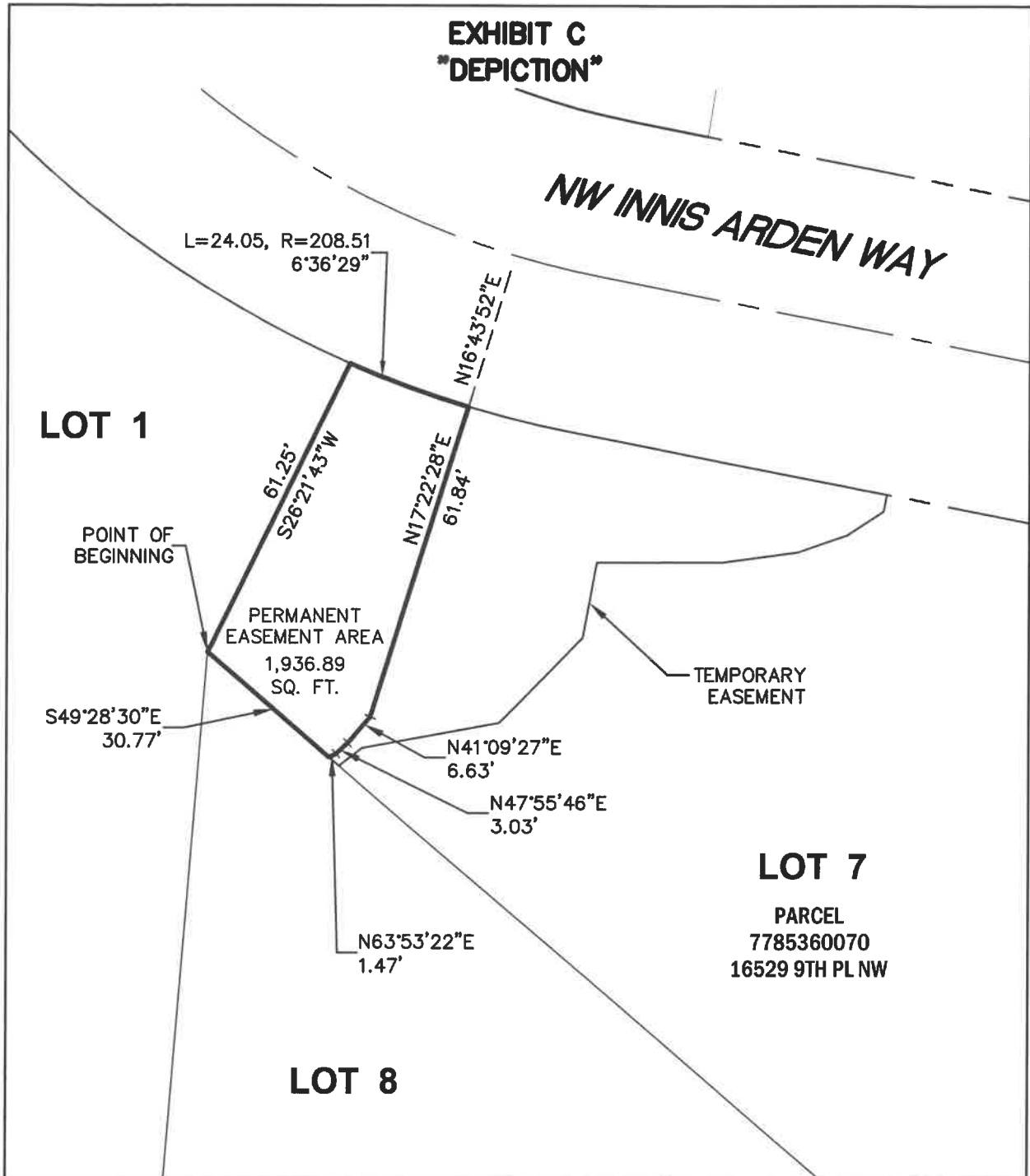
FURTHER DESCRIBED AS FOLLOWS BEGINNING AT THE MOST NORTHERLY CORNER OF LOT 8 OF SAID PLAT  
 THENCE SOUTH 49°28'30" EAST ALONG THE SOUTHERLY LINE OF LOT 7 A DISTANCE OF 30.77 FEET;  
 THENCE NORTH 63°53'22" EAST A DISTANCE OF 1.47 FEET;  
 THENCE NORTH 47°55'46" EAST A DISTANCE OF 3.03 FEET;  
 THENCE NORTH 41°09'27" EAST A DISTANCE OF 6.63 FEET;  
 THENCE NORTH 17°22'28" EAST A DISTANCE OF 61.84 FEET TO THE SOUTHERLY MARGIN OF NW INNIS ARDEN WAY SAID POINT BEING THE BEGINNING OF A CURVE TO THE RIGHT WITH A RADIUS OF 208.51 FEET WHICH THE RADIAL LINE BEARS NORTH 16°43'52" EAST;  
 TO THE NORTHWEST THROUGH A CENTRAL ANGLE OF 6°36'29" A DISTANCE OF 24.05 FEET TO THE WESTERLY LINE OF LOT 7  
 THENCE ALONG SAID CURVE THENCE SOUTH 26°21'43" WEST ALONG SAID WESTERLY LINE A DISTANCE OF 61.25 FEET MORE OR LESS TO THE POINT OF BEGINNING AND THE TERMINUS OF SAID EASEMENT;

CONTAINING 1,936.89 SQ. FT.



SW1/4 SEC. 12,T.26N.,R.3E.,W.M.

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|---|-----------------|--------|
|  <p><b>PACIFIC GEOMATIC SERVICES, INC.</b><br/>                 LAND SURVEYING &amp; MAPPING SERVICES<br/>                 QUALITY SERVICE - CREATIVE SOLUTIONS<br/>                 12201 CYRUS WAY, SUITE 105<br/>                 MUKILTEO, WA 98275<br/>                 PHONE:(425) 778-5620 FAX:(425) 775-2849<br/>                 WEB: www.PacGeolnc.com</p> | DWN BY: SPJR    | CHK.   |
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**EXHIBIT A**  
**"SUBJECT PARCEL LEGAL"**

PARCEL NO. 7785360070

LOT 7 OF SHOREWOOD HILLS DIVISION 2, ACCORDING TO PLAT RECORDED IN VOLUME 112 OF PLATS AT PAGE(S) 48, 49 AND 50 IN KING COUNTY, WASHINGTON.

SW1/4 SEC. 12,T.26N.,R.3E.,W.M.



**PACIFIC GEOMATIC SERVICES, INC.**

LAND SURVEYING & MAPPING SERVICES  
 QUALITY SERVICE - CREATIVE SOLUTIONS

12201 CYRUS WAY, SUITE 105  
 MUKILTEO, WA 98275  
 PHONE:(425) 778-5620 FAX:(425) 775-2849  
 WEB: www.PacGeolnc.com

**PGS INC**

|                 |        |
|-----------------|--------|
| DWN BY: SPJR    | CHK.   |
| SCALE: NTS      | KDB    |
| DATE: 3/17/2021 |        |
| JOB NUMBER      | SHEET  |
| 15-019-01       | 1 OF 3 |

**EXHIBIT B  
"EASEMENT LEGAL"**

LOT 7 OF SHOREWOOD HILLS DIVISION 2, ACCORDING TO PLAT RECORDED IN VOLUME 112 OF PLATS AT PAGE(S) 48, 49 AND 50 IN KING COUNTY, WASHINGTON.

FURTHER DESCRIBED AS FOLLOWS COMMENCING AT THE MOST NORTHERLY CORNER OF LOT 8 OF SAID PLAT  
THENCE SOUTH 49°28'30" EAST ALONG THE SOUTHERLY LINE OF SAID LOT 7 A DISTANCE OF 30.77 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 63°53'22" EAST A DISTANCE OF 1.47 FEET;

THENCE NORTH 47°55'46" EAST A DISTANCE OF 3.03 FEET;

THENCE NORTH 41°09'27" EAST A DISTANCE OF 6.63 FEET;

THENCE NORTH 17°22'28" EAST TO THE SOUTHERLY MARGIN OF NW INNIS ARDEN WAY A DISTANCE OF 61.84 FEET SAID POINT BEING THE BEGINNING OF A CURVE TO THE LEFT WITH A RADIUS OF 201.20 FEET WHICH THE RADIAL LINE BEARS NORTH 16°43'52" EAST;

THENCE ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 5°48'09" AN ARC DISTANCE OF 20.38 FEET;

THENCE SOUTH 78°58'13" EAST ALONG SAID SOUTHERLY MARGIN A DISTANCE OF 61.25 FEET;

THENCE SOUTH 11°01'47" WEST A DISTANCE OF 3.24 FEET;

THENCE SOUTH 56°35'58" WEST A DISTANCE OF 8.27 FEET;

THENCE SOUTH 71°04'39" WEST A DISTANCE OF 9.93 FEET;

THENCE SOUTH 82°22'02" WEST A DISTANCE OF 14.72 FEET;

THENCE SOUTH 89°50'18" WEST A DISTANCE OF 24.00 FEET;

THENCE SOUTH 10°32'15" WEST A DISTANCE OF 14.51 FEET;

THENCE SOUTH 43°55'21" WEST A DISTANCE OF 22.60 FEET;

THENCE SOUTH 79°27'01" WEST A DISTANCE OF 26.48 FEET;

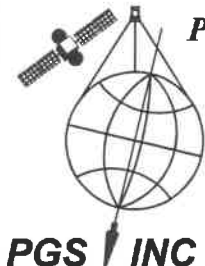
THENCE SOUTH 53°00'18" WEST TO THE SOUTHERLY LINE OF SAID LOT 7 A DISTANCE OF 5.62 FEET;

THENCE NORTH 49°28'30" WEST ALONG SAID SOUTHERLY LINE A DISTANCE OF 2.54 FEET TO THE POINT OF BEGINNING AND THE TERMINUS OF SAID EASEMENT;

CONTAINING 2,757.67 SQ. FT.



SW1/4 SEC. 12,T.26N.,R.3E.,W.M.

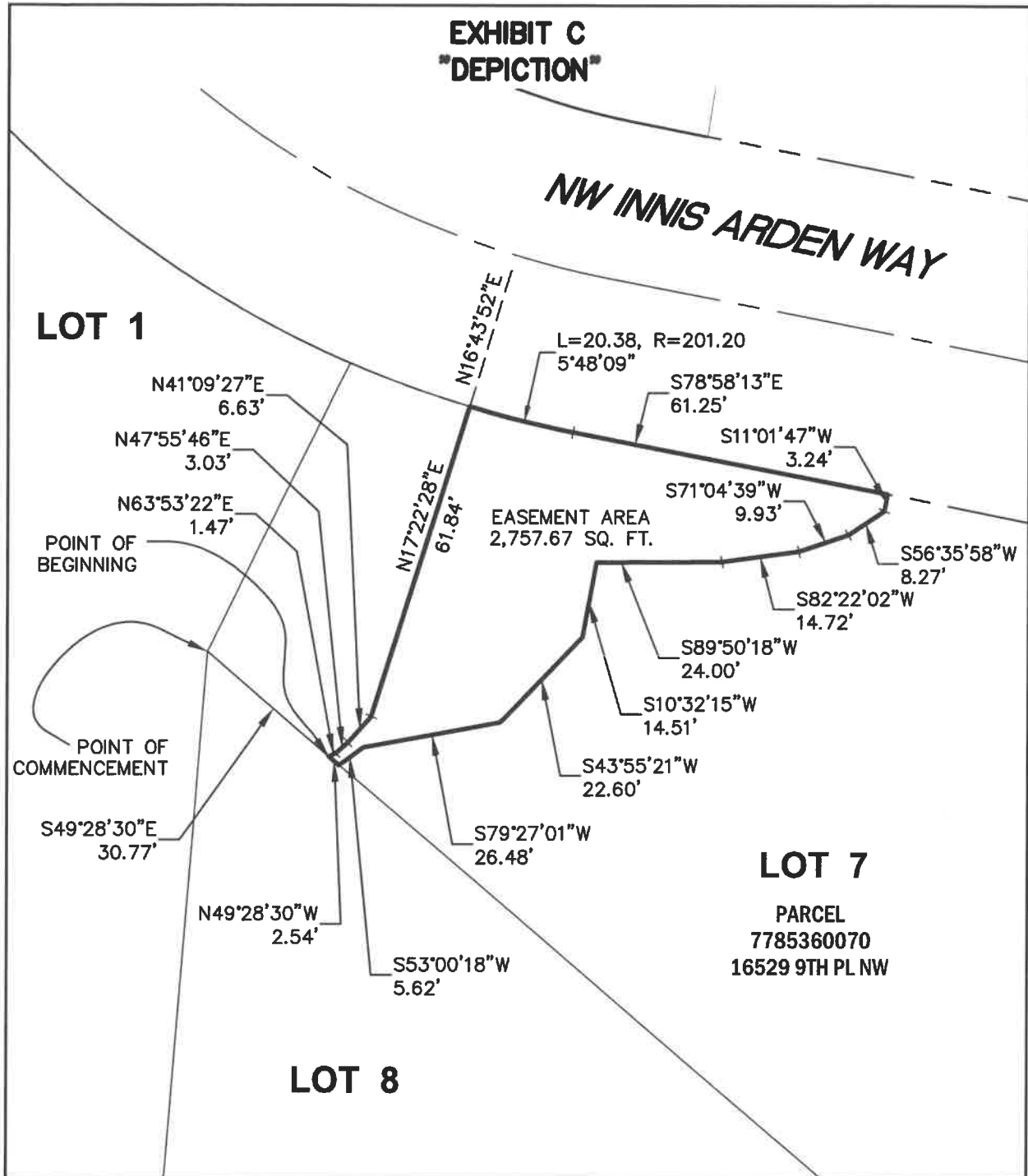


**PACIFIC GEOMATIC SERVICES, INC.**

LAND SURVEYING & MAPPING SERVICES  
QUALITY SERVICE - CREATIVE SOLUTIONS

12201 CYRUS WAY, SUITE 105  
MUKILTEO, WA 98275  
PHONE:(425) 778-5620 FAX:(425) 775-2849  
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| SCALE: NTS      | KDB    |
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| JOB NUMBER      | SHEET  |
| 15-019-01       | 2 OF 3 |



|   |                 |        |
|---|-----------------|--------|
|  <p><b>PACIFIC GEOMATIC SERVICES, INC.</b><br/>LAND SURVEYING &amp; MAPPING SERVICES<br/>QUALITY SERVICE - CREATIVE SOLUTIONS<br/>12201 CYRUS WAY, SUITE 105<br/>MUKILTEO, WA 98275<br/>PHONE:(425) 778-5620 FAX:(425) 775-2849<br/>WEB: www.PacGeolnc.com</p> | DWN BY: SPJR    | CHK.   |
|   | SCALE: NTS      | KDB    |
|   | DATE: 3/17/2021 |        |
|   | JOB NUMBER      | SHEET  |
|   | 15-019-01       | 3 OF 3 |



**EXHIBIT A**  
**"SUBJECT PARCEL LEGAL"**

PARCEL NO. 7785360080

LOT 8 OF SHOREWOOD HILLS DIVISION 2, ACCORDING TO PLAT RECORDED IN VOLUME 112 OF PLATS AT PAGE(S) 48, 49 AND 50 IN KING COUNTY, WASHINGTON.

(RECORDED DEED 1986043201618 (IMAGE UNAVAILABLE))

SW1/4 SEC. 12,T.26N.,R.3E.,W.M.



**PACIFIC GEOMATIC SERVICES, INC.**

LAND SURVEYING & MAPPING SERVICES  
 QUALITY SERVICE - CREATIVE SOLUTIONS

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 PHONE:(425) 778-5620 FAX:(425) 775-2849  
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**PGS | INC**

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| DWN BY: SPJR    | CHK.   |
| SCALE: NTS      | KDB    |
| DATE: 3/17/2021 |        |
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| 15-019-01       | 1 OF 3 |

**EXHIBIT B  
"EASEMENT LEGAL"**

LOT 8 OF SHOREWOOD HILLS DIVISION 2, ACCORDING TO PLAT RECORDED IN VOLUME 112 OF PLATS AT PAGE(S) 48, 49 AND 50 IN KING COUNTY, WASHINGTON.

FURTHER DESCRIBED AS FOLLOWS.

BEGINNING AT THE MOST NORTHERLY CORNER OF LOT 8 OF SAID PLAT

THENCE SOUTH 04°24'29" WEST ALONG THE WESTERLY LINE OF SAID LOT A DISTANCE OF 3.80 FEET;

THENCE SOUTH 50°02'29" EAST A DISTANCE OF 7.58 FEET;

THENCE SOUTH 19°57'37" WEST A DISTANCE OF 4.31 FEET;

THENCE SOUTH 56°06'33" EAST A DISTANCE OF 17.32 FEET;

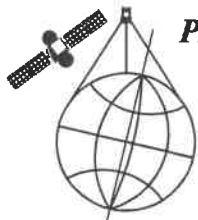
THENCE NORTH 64°28'57" EAST TO THE EASTERLY LINE OF SAID LOT 8 A DISTANCE OF 5.50 FEET;

THENCE NORTH 49°28'30" WEST ALONG SAID EASTERLY LINE A DISTANCE OF 30.77 MORE OR LESS TO THE POINT OF BEGINNING AND THE TERMINUS OF SAID EASEMENT.

CONTAINING 143.29 SQUARE FEET



SW1/4 SEC. 12,T.26N.,R.3E.,W.M.



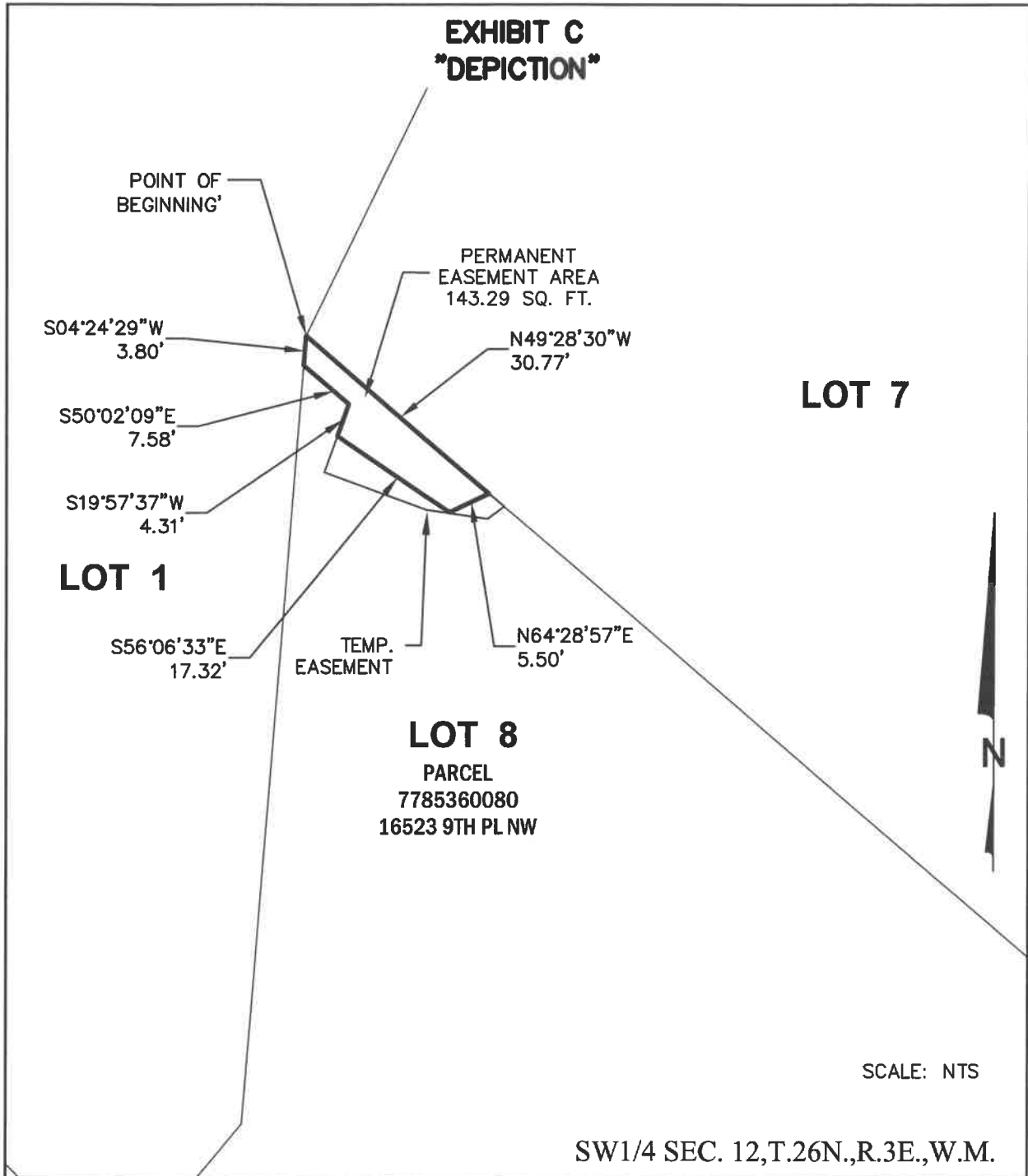
**PACIFIC GEOMATIC SERVICES, INC.**

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| 15-019-01       | 2 OF 3 |



SCALE: NTS

SW1/4 SEC. 12,T.26N.,R.3E.,W.M.

|   |                 |        |
|---|-----------------|--------|
|  <p><b>PACIFIC GEOMATIC SERVICES, INC.</b><br/>                 LAND SURVEYING &amp; MAPPING SERVICES<br/>                 QUALITY SERVICE - CREATIVE SOLUTIONS<br/>                 12201 CYRUS WAY, SUITE 105<br/>                 MUKILTEO, WA 98275<br/>                 PHONE:(425) 778-5620 FAX:(425) 775-2849<br/>                 WEB: www.PacGeolnc.com</p> | DWN BY: SPJR    | CHK.   |
|   | SCALE: NTS      | KDB    |
|   | DATE: 3/17/2021 |        |
|   | JOB NUMBER      | SHEET  |
|   | 15-019-01       | 3 OF 3 |



## NOTICE OF CONDEMNATION ACTION BY THE SHORELINE CITY COUNCIL

**NOTICE IS HEREBY GIVEN** pursuant to RCW 8.25.290 that the City Council of the City of Shoreline, Washington, is meeting virtually at its Council Meetings on Monday, **June 14, 2021**, at 7:00 pm to discuss and on Monday, **June 28, 2021**, at 7:00 pm to consider and/or act upon the following:

ORDINANCE NO. 933 AUTHORIZING THE USE OF EMINENT DOMAIN FOR ACQUISITION OF CERTAIN REAL PROPERTY INTERESTS (EASEMENTS) WITHIN THE CITY OF SHORELINE LOCATED ON OR NEAR NW INNIS ARDEN WAY DIRECTLY DOWNSTREAM OF THE EXISTING NW INNIS ARDEN WAY CULVERT, IDENTIFIED AS PARCELS: 778536-0070, 778536-0080, AND 358650-1130.

Due to State of Washington COVID-19 restrictions, City Council meetings are held virtually. You can attend one or both meetings using the following information:

- **Attend the Meeting via Zoom Webinar:** <https://zoom.us/j/95015006341>
- **Call into the Live Meeting:** 253-215-8782 Webinar ID: 950 1500 6341
- **Submit a written public comment here:**  
<https://www.shorelinewa.gov/government/council-meetings/comment-on-agenda-items>.
- **Sign-up to provide oral public comment in the Zoom Meeting here:**  
<https://www.shorelinewa.gov/government/council-meetings/city-council-remote-speaker-sign-in>

For further information, contact:

Laura Reiter, PE

[lreiter@shorelinewa.gov](mailto:lreiter@shorelinewa.gov)

206-801-2457



**SHORELINE  
CITY COUNCIL**

- Will Hall  
Mayor
- Keith Scully  
Deputy Mayor
- Susan Chang
- Doris McConnell
- Keith A. McGlashan
- Chris Roberts
- Betsy Robertson

**NOTICE OF SHORELINE CITY COUNCIL ACTION FOR USE OF  
EMINENT DOMAIN**

XXXXX, 2021      *Sent by U.S. Certified Mail*

[TAX PAYER NAME(S)]  
[TAXPAYER ADDRESS]  
[TAXPAYER CITY/STATE/ZIP]

RE: NW Innis Arden Way Culvert Replacement Project  
Project Parcel# [XXXXXXXXXX]

Dear Shoreline Property Owner:

You are receiving this notice because you are the owner of record for property located near the downstream area of the NW Innis Arden Way culvert. As you are aware, the City of Shoreline is currently designing a NW Innis Arden Way culvert replacement as part of the larger Hidden Lake Dam Removal Project to remove the existing dam, restore Boeing Creek within the existing lake bed, and replace the existing culvert to provide a safer, fish passable culvert below NW Innis Arden Way.

**As part of the design process, the City has identified a portion of your property, located at [SITE ADDRESS], and identified by King County Tax Parcel No. [XXXXXXXXXXXX], as necessary for temporary, maintenance/monitoring and permanent access to complete and maintain this Project.**

The City’s right-of-way acquisition consultant, Sonja Davis of RES Group NW, has been in contact with you to negotiate securing the necessary easement rights. It is the City’s intent and obligation to ensure that property owners are fairly compensated for the value of the property interests needed for this Project. If agreement cannot be reached through negotiations, state law permits the City to acquire property utilizing eminent domain (i.e., condemnation). For the City, use of this right will be a last resort, to be used only when all negotiations have truly reached an impasse as to the fair market value of the property. If eminent domain is required, the court determines the fair market value of the property and then orders the transfer of the property after payment to the owner.

In order to utilize eminent domain, the Shoreline City Council must adopt an ordinance authorizing its use. Adoption of the ordinance does not mean that the City will discontinue current negotiations – it only provides the City with the option to use eminent domain if it is needed in the future. It does not change the tone and nature of the current negotiations. Property acquisition is being brought before the City Council now so NW Innis Arden Way Culvert Replacement project can remain on schedule.

17500 Midvale Avenue N ♦ Shoreline, Washington 98133  
(206) 801-2700 ♦ shorelinewa.gov

**The Shoreline City Council will hold a discussion on the potential use of eminent domain for to secure easements for this Project at its June 14, 2021 regular meeting if an agreement cannot be reached. Final action on whether to authorize the use of eminent domain for the Project will be at the June 28, 2021 regular meeting.**

Due to State of Washington COVID-19 restrictions, City Council meetings are held virtually. You can attend one or both meetings, which begin at 7:00 pm Local Time and/or provide written or oral comment using the following information:

**Watch live streaming video:**

<http://www.shorelinewa.gov/government/council-meetings>

**Attend the Meeting via Zoom Webinar:** <https://zoom.us/j/95015006341>

**Call into the Live Meeting: 253-215-8782 Webinar ID: 950 1500 6341**

**To submit a written public comment:**

<http://www.shorelinewa.gov/government/councilmeetings/comment-on-agenda-items>

Written comments will be presented to Council and posted to the website if received by 4:00 p.m. the night of the meeting; otherwise, they will be sent and posted the next day.

**To sign-up to provide oral public comment in the Zoom Meeting at:**

<http://www.shorelinewa.gov/government/council-meetings/city-council-remote-speaker-signin>

To provide oral public comment, pre-registration is required by 6:30 pm the meeting night.

Information about the larger Hidden Lake Dam Removal Project can be found on the City of Shoreline's website at: [shorelinewa.gov/hiddenlake](http://shorelinewa.gov/hiddenlake).

If you have any questions or need additional information about this notice or any other aspect of the Project, please feel free to contact me. I look forward to continuing to work with you.

Sincerely,

Laura L. Reiter, PE  
Capital Projects Engineer II – Public Works  
Phone: 206-801-2457  
Email: [lreiter@shorelinewa.gov](mailto:lreiter@shorelinewa.gov)

Enclosures: Vicinity map (1), Public Notice (2)