



**SHORELINE CITY COUNCIL  
VIRTUAL/ELECTRONIC REGULAR MEETING AGENDA  
Monday, February 7, 2022 at 7:00 p.m. on Zoom**

Join Zoom Webinar: <https://zoom.us/j/95015006341>  
Call into Webinar: 253-215-8782 | Webinar ID: 950 1500 6341  
(long distance fees may apply)

**The City Council is providing opportunities for public comment by submitting written comment or by joining the meeting webinar (via computer or phone) to provide oral public comment:**



**[Sign-Up to Provide Oral Testimony](#)** *Pre-registration is required by 6:30 p.m. the night of the meeting.*



**[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 Time</u>
<b>1. CALL TO ORDER</b>		7:00
<b>2. ROLL CALL</b>		
(a) Proclamation of Black History Month	<u>2a-1</u>	
<b>3. APPROVAL OF THE AGENDA</b>		
<b>4. REPORT OF THE CITY MANAGER</b>		
<b>5. COUNCIL REPORTS</b>		
<b>6. PUBLIC COMMENT</b>		
<i>Members of the public may address the City Council on agenda items or any other topic for three minutes or less, depending on the number of people wishing to speak. The total public comment period will be no more than 30 minutes. If more than 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 <a href="#">Remote Public Comment Sign-in form</a>. Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed up.</i>		
<b>7. CONSENT CALENDAR</b>		
(a) Approval of Minutes of Regular Meeting of January 10, 2022	<u>7a1-1</u>	
Approval of Minutes of Regular Meeting of January 24, 2022	<u>7a2-1</u>	
(b) Authorize the City Manager to Execute a Professional Services Agreement with Blueline Group, LLC in the Amount of \$476,950 for Construction Management and Inspection of the 5 <sup>th</sup> Avenue NE (NE 175 <sup>th</sup> – NE 182 <sup>nd</sup> ) Sidewalk Project	<u>7b-1</u>	
(c) Authorize the City Manager to Execute an Interagency Agreement with the Washington State Transportation Improvement Board Accepting a Grant in the amount of \$5,000,000 for the N/NE 145th (SR 523) – Interstate 5 Interchange Project	<u>7c-1</u>	

**8. STUDY ITEMS**

- (a) Discussion and Update on the Sidewalk Rehabilitation Program and 2018 Voter Approved New Sidewalk Program 8a-1 7:20
- (b) Discussion of Proposed American Rescue Plan Act (ARPA) Business Recovery Funding Allocation Update 8b-1 7:50

**9. EXECUTIVE SESSION: Property Acquisition – RCW 42.30.110(1)(b) and Potential Litigation – RCW 42.30.110(1)(i) 8:10**

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

**10. ADJOURNMENT 8:55**

*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.*

**DOWNLOAD THE ENTIRE CITY COUNCIL PACKET FOR FEBRUARY 7, 2022**



**[LINK TO STAFF PRESENTATIONS](#)**



**[LINK TO PUBLIC COMMENT RECEIVED](#)**

## CITY OF SHORELINE

### SHORELINE CITY COUNCIL SUMMARY MINUTES OF REGULAR MEETING

Monday, January 10, 2022  
7:00 pm.

Held Remotely via Zoom

PRESENT: Mayor Scully, Deputy Mayor Robertson, Councilmembers McConnell, Mork, Roberts, Pobee, and Ramsdell

ABSENT: None

#### 1. CALL TO ORDER

At 7:00 p.m., the meeting was called to order by the City Clerk, Jessica Simulcik Smith.

#### 2. ROLL CALL

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

##### (a) Proclamation of Martin Luther King, Jr. Day

Mayor Scully announced the proclamation of Martin Luther King, Jr. Day in Shoreline.

#### 3. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

#### 4. REPORT OF CITY MANAGER

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

Following Ms. Tarry's report, Tina Nelson, a member of the American Public Works Association (APWA) Board of Directors and the representative for region nine, presented the City with APWA Reaccreditation. She shared details about APWA's history and mission and said this reaccreditation means the City of Shoreline has made the commitment to increasing efficiency, succession planning, and continuous improvement in the delivery of public works services. She thanked Council, the Mayor, and the City Manager for supporting the Public Works Department who sets a great example of service for the community, and she recognized the accreditation core members Ariana Grlj, Senior Management Analyst, Lance Newkirk, Utilities and Operations Manager, Tricia Juhnke, City Engineer, and Randy Witt, Public Works Director.

Mr. Witt said the accreditation process is a citywide effort and expressed his gratitude for City staff in being a part of this achievement.

Mayor Scully congratulated and thanked the Public Works staff for their hard work and recognized the process for accreditation is not easy notably given the Department's challenges keeping the city running over the last few weeks with winter weather.

## 5. COUNCIL REPORTS

Councilmember Mork said she attended the first meeting of the Regional Water Council where the Chair and Vice Chair were elected and members moved forward on tackling wastewater and stormwater issues.

Mayor Scully said he attended the North-End Mayors Meeting where mayors spoke about their city's developments. He then asked Councilmembers if they were willing to participate in the interview process for Planning Commission vacancies and explained the commitment would be to review applications and conduct interviews over the month of February.

## 6. PUBLIC COMMENT

Jackie Kurle, Shoreline resident, expressed hope for the Enhanced Shelter's success and encouraged reporting from the City on Shelter operations.

Tom McCormick, Shoreline resident, spoke about Saltwater park stating that the land space is ten acres larger than what was expected at 42 acres creating a situation where the public may reach a privately owned parcel of beach just before 27th Avenue Northwest, also known as Apple Tree Lane. Mr. McCormick asked Councilmembers to acquire the parcel valued at \$107,000, as a way to take a step towards fulfilling Environmental Policy 34 which calls to provide the public access to Shoreline's natural features. He advocated that Council open as many beach access points as possible through this action.

## 7. CONSENT CALENDAR

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

- (a) Minutes of Special Meeting of December 7, 2021**
- (b) Approval of Expenses and Payroll as of December 23, 2021 in the Amount of \$8,954,517.84**
- (c) Authorize the City Manager to Execute an Interagency Agreement with the Washington State Department of Transportation Accepting a Washington State Regional Mobility Grant in the Amount of \$5,000,000 for the N/NE 145th (SR 523) – Interstate 5 Interchange Project**

- (d) Authorize the City Manager to Execute a Contract with the Center for Human Services in the Amount of \$108,000 for Mental Health Therapist Services for the Youth Outreach Leadership and Opportunities Program**
- (e) Authorize the City Manager to Execute a Purchase Order with Canon Financial Services Inc. in the Amount of \$75,709.92 for a 60-Month Lease for Two Copiers**
- (f) Authorize the City Manager to Execute the Interlocal SeaShore Transportation Forum Agreement**

9. STUDY ITEMS

- (a) Discussion of Shoreline School District Ballot Proposition No. 1 – Replacement of Expiring Levy for Educational Programs and Operations and Proposition No. 2 – Replacement of Expiring Capital Levy for Technology Improvement and Support

City Manager, Debbie Tarry introduced Superintendent, Dr. Susana Reyes and Deputy Superintendent, Marla Miller, both from the Shoreline School District, to present the two levy renewals that will be on the February Special Election Ballot. Management Analyst, Christina Arcidy kicked off the presentation by explaining that Propositions 1 is for the replacement of an expiring levy for educational programs and operations and Proposition 2 is for the replacement of an expiring capital levy for technology improvements and support. She then passed the presentation on to Dr. Reyes to provide full, factual information on the propositions.

Dr. Reyes described that a school levy's purpose is to support learning and requires a 50% plus one voter approval to pass; and a school bond's purpose is for building and construction and requires a 60% plus one voter approval to pass. Dr. Reyes said levies provide funds for programs, services, and resources for schools outside of funding from the State, which equate to about 20% of Shoreline School District's annual operating budget and the current levies are set to expire in December of 2022 unless they are renewed on February 8. She then provided detailed information on the educational programs and operations Proposition 1 would fund, as well as the technology improvements and support that Proposition 2 would fund. Dr. Reyes wrapped up her presentation by sharing a table depicting the levy rates, the estimated revenue they would generate, and examples on how a taxpayer can calculate their projected annual tax for both levies.

Mayor Scully thanked Dr. Reyes for her report and asked Ms. Arcidy what role Council could best serve in the ballot process for these levies. Ms. Arcidy explained that State law allows Council to take a position on such propositions and should Council wish to take a position, staff would need to prepare and present a resolution for public comment. Mayor Scully then asked if there were any questions from Council.

Councilmember Ramsdell asked for justification for the incremental increase in levy amounts to be collected between 2022 and 2023 by 1.92%, and 3.78% between 2023 and 2024 and finally 4.5% between 2024 and 2025 for Proposition 1. Ms. Miller responded that an inflation factor projected by SPI was included in the calculations as well as estimates for increased enrollment. Councilmember Ramsdell followed up with a question about Proposition 2 asking why there wasn't an incremental increase in the amount collected year to year. Ms. Miller explained that Proposition 2 replaces equipment and they've experienced the cost of equipment drops by the time the new versions are released so the amount presented represents what they believe is needed to replace equipment.

Councilmember Pobee asked if there was an equipment replacement reserve to avoid an entire overhaul of the District's technology. Ms. Miller responded that if there is no technology levy, then the general fund would have to provide for the needed equipment. She expressed that the technology levy allowed them to buy and deploy devices into student homes and adapt their network infrastructure to move to remote learning during the pandemic.

Councilmember McConnell said she feels it is important for our public-school kids to stay up with technology so that they can be competitive. She recounted her son's experience with take-home laptops from the school and said she supports the levies and bonds in the School District every four years because many people come to the City for the quality of education.

Councilmember Mork asked if levies address issues with internet connectivity and Ms. Miller answered affirmatively. Councilmember Mork said her kids are products of the schools and the reason she moved to Shoreline and that she strongly supports keeping them in the top of the nation.

Mayor Scully stated that Shoreline has several independent public agencies, and it is a team effort to make the City a great place to live. He noted the City is in a similar position needing to ask voters for additional levy funds in order to provide the level of service residents desire. He agreed that residents appreciate the schools in Shoreline and that he would like to see Council take action to support the schools.

Councilmember Robertson also expressed interested in showing Council support and she thanked both the Superintendent and Deputy Superintendent for the learning experience they create for all students, especially during the pandemic.

With two Councilmembers expressing support for Council taking action on supporting the ballot propositions, Mayor Scully asked staff to prepare a presentation for consideration on January 24.

- (b) Discussion of Ordinance No. 953 – Rezoning 808, 812, 820, and 826 N 145th Street from Residential 12-units Per Acre (R-12) to Neighborhood Business (NB) (PLN21-0117)

Senior Planner, Steve Szafran presented a potential rezone of four parcels currently zoned R12 to a Neighborhood Business. He said the site is located on North 145th Street and has commercial uses to the South and East along Aurora Ave and existing townhomes directly to the North with access to the Interurban Trail to the West. Mr. Szafran reviewed the ways in which the application meets the rezone decision criteria in SMC 20.30.320 (B) and concluded by stating that the Hearing Examiner recommended approval of PLN21-0117 by changing the zoning from R-12 to Neighborhood Business.

Mayor Scully explained that this rezone is a quasi-judicial action that must adhere to the Appearance of Fairness Doctrine. He asked Council to read the Fairness Checklist questions and disclose any ex-parte communications of which there were none.

Councilmember Ramsdell said the subject parcels felt inconsistent with the surrounding area and that he is in support of the rezone especially if it would provide much needed affordable housing and commercial activity.

Councilmember McConnell asked what kind of parking ratio the rezone would require. Mr. Szafran replied that for studio or one bedroom apartment units there must be .75 stalls per unit and for two- or three-bedroom units it's 1.5 stalls per unit. He explained that because the site is close to public transportation on Aurora Avenue, a developer could have the option of applying for parking reductions. Councilmember McConnell stated that the area could benefit from multifamily housing then asked if there may be an option for drivers to turn left instead of a right turn only. Mr. Szafran agreed that the Public Works Department would make that determination based on traffic data and would likely prefer a right turn only considering the upcoming 145th corridor project. Councilmember Ramsdell asked if it would be possible to redirect traffic on Whitman heading North and then divert onto Aurora and expressed concern over safety issues and parking adequacy. Mr. Szafran agreed on the potential safety issues with traffic getting onto Aurora, but those options are analyzed closely when there's an actual building proposal.

Councilmember Robertson agreed that a design to guide drivers out of Whitman would be great and voiced support for the rezone because it will help to increase density and add life to that end of the Interurban Trail with more commercial activity.

Councilmember Pobee asked if this type of change has taken place in the neighborhood previously. Mr. Szafran answered that much of the neighborhood has been zoned commercial designation but for some reason the subject parcel was skipped over. Councilmember Pobee then asked what matrix drives the support to say that the proposed rezoning would not adversely affect the public general welfare. Mr. Szafran responded saying that staff look at zoning interactions with existing structures and analyze uses that would be consistent.

Mayor Scully said he supports the rezone and explained that this sort of anomalous zoning is often left over from King County, and he hoped that a project proposal for the site can make things better. He asked if there were any objections for this item returning on the Consent

Calendar to which Councilmember Ramsdell initially opposed hoping to see more information about the potential of strictly commercial or residential zoning and how development may look. Mayor Scully clarified that the item is a closed record and new information is not able to be added. City Attorney, Margaret King confirmed these details and explained Council should be looking at approving the zoning only. With the clarification, there was consensus among Council to have the item return on Consent.

10. ADJOURNMENT

At 8:15 p.m., Mayor Scully declared the meeting adjourned.

---

Jessica Simulcik Smith, City Clerk

DRAFT



## CITY OF SHORELINE

### SHORELINE CITY COUNCIL SUMMARY MINUTES OF REGULAR MEETING

Monday, January 24, 2022  
7:00 pm.

Held Remotely via Zoom

PRESENT: Mayor Scully, Deputy Mayor Robertson, Councilmembers McConnell, Mork, Roberts, Pobee, and Ramsdell

ABSENT: None

#### 1. CALL TO ORDER

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

#### 2. ROLL CALL

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

#### 3. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

#### 4. REPORT OF CITY MANAGER

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

#### 5. COUNCIL REPORTS

Deputy Mayor Robertson reported that the North King County Coalition on Homelessness is working on the Point-in-Time Count which will be executed in March to get a sum for the number of people living unsheltered and shared details on activity for the severe weather shelters. She said she also attended a meeting of the Regional Transit Committee for PSRC where they approved the workplan for 2022 which will include several reports on 2021 and 2022 performance measures.

Councilmember Roberts shared that PSRC is seeking public comment on the draft Regional Transportation Plan and members of Council and the public can go to [PSRC.org](https://www.psrc.org) to submit comments.

Mayor Scully said he attended a WRIA 8 Salmon Recovery Council meeting where they discussed the Governor's funding proposals for recovery projects they hope will be enacted.

Mayor Scully also announced the Councilmembers who will serve as the primary and alternate delegates as follows:

- Councilmembers Roberts and Ramsdell for the Sound Cities Association Public Issues Committee
- Councilmembers McConnell and Pobee for King County SeaShore Transportation Forum
- Himself and Councilmember Mork for WRIA 8
- Councilmember Mork for King County Cities Climate Collaboration (K4C), and
- Deputy Mayor Robertson and Councilmember Ramsdell for the North King County Shelter Taskforce

6. PUBLIC COMMENT

Jackie Kurlle, Shoreline resident, said she was glad there was a success story from the Enhanced Shelter and encouraged continued communication with the public on the Shelter's developments.

Abdi Amhed, Edmonds resident and School District staff member, shared appreciation from the East-African community for the Turning Point after-school tutoring program.

7. CONSENT CALENDAR

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

- (a) Approval of Minutes of Regular Meeting of January 3, 2022**
- (b) Approval of Expenses and Payroll as of January 7, 2022 in the Amount of \$2,577,102.16**
- (c) Adoption of Ordinance No. 953 – Rezoning 808, 812, 820, and 826 N 145th Street From R-12 to Neighborhood Business (PLN21-0117)**
- (d) Adoption of Addendum No. 4 to Extend the Agreement with the City of Edmonds for Wastewater Treatment, Disposal and Transport**
- (e) Authorize the City Manager to Execute a Professional Services Agreement with KBA, Inc. in the Amount of \$417,200 for Construction Management and Inspection of 2022 Surface Water Utility Projects**
- (f) Authorizing the City Manager to Execute Professional Services Contract with Northwest Hydraulic Consultants, Inc., in the Amount of \$428,616 for the Lower Storm Creek Erosion Management Project**

8. ACTION ITEMS

- (a) Action on Resolution No. 486 - Declaring Support for Shoreline School District Ballot Proposition No. 1 and Proposition No. 2

Mayor Scully disclosed his wife's position as a School Director on the Shoreline School Board stating that the role is unpaid and he will have no financial stake in the matter. He then introduced Management Analyst, Christina Arcidy, to present the staff report.

Ms. Arcidy spoke about the previous presentation to Council by the School District on Propositions 1 and 2 to be placed on the February 8, 2022, Special Election Ballot and explained that Council was now able to act on declaring support for both propositions through Resolution 486. In terms of next steps, she said state law requires Council to provide the public an opportunity to express their views before Council may take action.

**Mayor Scully opened the public comment period.**

**Seeing no members of the public wishing to offer testimony, Mayor Scully closed the public comment period.**

**Councilmember McConnell moved to adopt Resolution No. 486. The motion was seconded by Councilmember Pobee.**

Councilmember McConnell said she has a decades long relationship with the School District and says it is an excellent District because the community supports the levies. She says students have a technological leg up to compete in this technologically sophisticated world because the schools distribute laptops and iPads and she hopes even through the pandemic the community will continue to support students as she does.

Councilmember Pobee shared a proverb expressing the significance of investing in children and commented on the return on investment in providing students with technology that add to their benefits from the School District.

Deputy Mayor Robertson said she too supports the measures and that Council's action will show their belief in the strength of the community for the future.

**The motion to adopt Resolution No. 486 passed unanimously, 7-0.**

## 9. STUDY ITEMS

- (a) Discussion of Proposed American Rescue Plan Act (ARPA) 2022 Human Services Funding Allocation Update

City Attorney, Margaret King, spoke about RCW 42.23.030 summarizing that Councilmembers shall not have direct or indirect interest in the approval or negotiation of a contract where they

may receive any compensation, gratuity, or reward or receive compensation from another person who may benefit from such a contract. She said Council must disclose any conflict before a vote is conducted and may not participate in approval of the contract nor are Councilmembers allowed to argue in favor of or try to convince other officers to enter that contract. She restated that no action on approving a contract will occur during the meeting and asked Councilmembers to contact her if they feel they may have a potential conflict and recommended they refrain from advocating for anything in the discussion should a conflict exist.

Councilmember Ramsdell disclosed his role as a Clinical Supervisor for Charm'd LLC, an organization which may receive support to provide mental health support to immigrant and refugee families and announced his intention to recuse himself from the vote for that contract.

Director of Recreation Cultural and Community Services, Colleen Kelly, began the presentation by explaining that American Rescue Plan Act (ARPA) is a federal resource of which \$7.5 Million has been allocated for services in Shoreline. She gave a status update on the funding saying that Council previously supported \$1.6 Million of those funds to be used towards Human Services and since that discussion 1.4 FTE Community Support Specialists positions have been filled. These employees have been doing outreach and research to see how other ARPA dollars are being invested and building a webpage with information on how the community may access resources, which is due to launch in February. She also spoke about the 2021 Holiday basket program stating that it was an unexpected expenditure that City Staff and community partners were able to pull off to provide grocery cards in a successful event through the School District.

Ms. Kelly explained the eligibility criteria of the ARPA funds and described some background behind her Department's research to identify service and access needs for Shoreline residents without duplicating support efforts. She detailed the three categories of recommendations which are emergency response support, service support, and community building support. For emergency support, Ms. Kelly said the recommendation will be for \$87,500 to go to the Schools Holiday Baskets program, \$50,000 for additional grocery cards, and \$100,000 for flexible financial assistance. She then explained there will be \$50,000 for mental health services through Charm'd, \$28,500 for mental health services for black youth and other youth of color, \$120,000 for an Information and Assistance Specialist and COVID program support, \$57,000 for tutoring and family support for immigrant and refugee families, \$10,000 for emergency hotel vouchers, and \$5,000 for transportation support. Finally, Ms. Kelly said the recommendation will be for \$10,000 for the Love Your Community Grants Expansion for community building support. She concluded that the total recommendations for 2022 add up to \$518,000 which leaves a balance of \$994,500 for future allocation including the \$87,500 used in 2021.

Councilmember Pobe asked about the flexible financial assistance under emergency support and who would be managing the fund's disbursement and how it would be tracked. Ms. Kelly responded saying the funds would be contracted out to specific organizations that already have internal mechanisms in place for managing flexible funding assistance. She highlighted the

Community Service Manager, Bethany Wolbrecht-Dunn, touching on her experience with managing federal grants and her role with the ARPA allocation.

Councilmember Roberts asked about accessibility of ARPA programs and how staff felt about resources being dispersed in a timely and effective manner. Ms. Kelly explained that the requirements for services depends on the service but much of that investigation has been completed and with Council's approval, details can be worked out with each organization. She continued saying funds would go out to community members quickly because the partner organization already manage similar funding, City staff will promote the investments to make sure people are aware of them, and dedicated staff are available to assist community members access the resources. Councilmember Roberts remarked that more should be put into the holiday gift card program now rather than waiting for the holidays because the more we can do now, the better we will help the community.

Agreeing with Councilmember Roberts, Councilmember McConnell encouraged a streamlined process to disburse funds and emphasized that funds should go to Shoreline residents and businesses. She asked if there was a maximum amount per request for the flexible financial assistance program so funds may be dispersed equally to those in need. Ms. Kelly answered explaining that while the funds have been allocated to various programs there is flexibility to move them around based on where there is demand as well as the opportunity to utilize more funding from the remaining balance if necessary.

Deputy Mayor Robertson asked for a timeframe staff expect to have the limited term navigators and agreed with Councilmember Roberts that funding for later programs such as the Holiday Baskets would be better utilized as soon as possible. Ms. Kelly replied stating the positions are budgeted for three years but are currently hired on a 2-year limited term with an option to extend for three years depending on the demand for services.

Councilmember Ramsdell asked what kind of performance measurements are in place to make sure services are provided effectively and if that data will be made available to the public. Ms. Kelly said performance metrics are a standard setup of contracts and emphasized the challenges of trying to build specific outcomes into individual contracts. She said staff are focused on performance metrics that have to do with ensuring Shoreline residents are being served in reasonable numbers.

Councilmember Mork asked how the City validates service information that comes from nonprofits. Ms. Kelly responded explaining that dedicated staff for ARPA conduct site visits, keep regular communication, review terms of insurance and audit documents. Many of the organizations have worked with the City for years. Councilmember Mork expressed concern for people without school age kids who will not be able to access services offered through the School District and wants to ensure that they are recognized for ARPA funding. She later asked what the next steps are to determine the budget for future years and Ms. Kelly clarified that the

funds are flexible and can be used as it is needed and the 2022 budget was created to plan for the year.

Mayor Scully asked if the City did the grocery card program before and how it was funded. He made comments that align to Councilmembers Roberts and Mork that funding for deferred programs could be used sooner and demographics without a connection to the schools need to be able to access resources. Ms. Kelly answered saying the program was done before with emergency response funding such as the CARES Act funding and reminded Council that there is an additional \$50,000 for grocery cards outside of the school-based holiday program.

Councilmembers Roberts referenced the City of Edmonds fund distribution method and commented on the approach of cash or grocery cards that can be utilized by families differently, each with their pros and cons that can be discussed as the programs are being developed. He then asked if the grocery card program is contracted, which Ms. Kelly responded saying they are a direct purchase and will be distributed to partner organizations. She explained that funds for ARPA programs will be authorized as part of the budget amendment process. This was affirmed by Ms. Tarry and she explained that staff have the budget authority to move forward with the purchase and would come back to Council if the demand increased.

Mayor Scully reiterated the process for this item's return to consent calendar.

#### 10. ADJOURNMENT

At 8:26 p.m., Mayor Scully declared the meeting adjourned.

---

Kendyl Hardy, Deputy City Clerk

---

---

**Council Meeting Date: February 7, 2022**

**Agenda Item: 2(a)**

---

---

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

<b>AGENDA TITLE:</b>	Proclamation Declaring February 2022 Black History Month in Shoreline		
<b>DEPARTMENT:</b>	Community Services		
<b>PRESENTED BY:</b>	Suni Tolton		
<b>ACTION:</b>	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	<input checked="" type="checkbox"/> Proclamation

**ISSUE STATEMENT:**

Harvard educated historian Carter G. Woodson created and proclaimed the first week of February Negro History Week in 1926 in order to raise awareness of the many contributions African Americans have made to the United States and civilization overall. February was selected because Abraham Lincoln and Frederick Douglass were born in February. The celebration was expanded to a month-long event in 1976 and since then, every U.S. president has officially designated the month of February as Black History Month.

African Americans have influenced and made countless contributions and sacrifices to local, national, and global development in economics, arts and culture, science, medicine, industry, and other areas throughout history to present day. Black History Month highlights that to fully understand U.S. history, we must learn and recognize the role of African Americans which has often been ignored or denied.

The [Association for the Study of African American Life and History \(ASALH\)](#) whose mission is to promote, preserve, and share information about Black culture and history sets the theme for Black History Month each year. The [2022 Black History Month theme](#) is Black Health and Wellness. This theme acknowledges the legacy of not only Black scholars and medical practitioners in Western medicine, but other ways of healing and care have been practiced through the African Diaspora, such as doulas, midwives, naturopaths, and herbalists.

This proclamation recognizes the month of February as Black History Month as a time to celebrate Black history and encourages all residents to learn and reflect on history and achievements of African Americans and current impacts on our lives not only in February, but throughout the entire year.

**RECOMMENDATION**

Staff recommends that the Mayor announce the issuance of the proclamation.

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





## PROCLAMATION

WHEREAS, Black History Month was formally adopted in 1976 to honor and affirm the importance of the achievements Black people have made throughout U.S. history; and

WHEREAS, Black people have made valuable and lasting contributions locally, nationally, and globally; achieving exceptional success in all aspects of society including business, education, politics, science, and the arts; and

WHEREAS, we recognize Black people have been, and continue to be, leaders in the fight against prejudice and racism; advancing the causes of civil rights; and strengthening families and communities; and

WHEREAS, our Black community members bear the worst abuses of racism and anti-Blackness, while continuing to give their time, talents, knowledge, and other resources which contribute to vitality of our community; and

WHEREAS, the City is committed to building an anti-racist community by working in cooperation with our Black community leaders and partners to dismantle institutional racism through meaningful actions; and

**NOW, THEREFORE, I, Keith Scully, Mayor of the City of Shoreline, on behalf of the Shoreline City Council, do hereby proclaim February 2022 as**

## BLACK HISTORY MONTH

And encourage all residents to learn more about the history, contributions, and achievements of Black people past and present.

---

Keith Scully, Mayor

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

<b>AGENDA TITLE:</b>	Authorize the City Manager to Execute a Professional Services Agreement with Blueline Group, LLC in the Amount of \$476,950 for Construction Management and Inspection of the 5 <sup>th</sup> Avenue NE (NE 175 <sup>th</sup> – NE 182 <sup>nd</sup> ) Sidewalk 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 <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

**PROBLEM/ISSUE STATEMENT:**

Staff is requesting that Council authorize the City Manager to execute a contract with Blueline Group, LLC (Blueline) for construction management and inspection services for the 5<sup>th</sup> Avenue NE (NE 175<sup>th</sup> Street – NE 182<sup>nd</sup> Court) sidewalk project.

This project involves the construction of sidewalk and bicycle facilities on both sides of 5<sup>th</sup> Avenue NE from NE 175<sup>th</sup> Street to near NE 182<sup>nd</sup> Court where they will connect to the Sound Transit improvements and the trail along the rail. The project also includes wall construction, upgrades to the existing surface water pipe and pump station, infiltration facilities and permeable sidewalk. This is the second sidewalk project to be constructed as part of the 2018 Voter-Approved Sidewalk Program.

Due to the large number of projects in construction in 2022, City construction inspectors are not available to provide inspection services for these projects. Therefore, contract inspection and construction management services are needed to complete this project. Blueline has been selected as the most qualified firm to support the City during this project's construction phase. Council authorization is needed to enter into this professional services agreement with Blueline.

**RESOURCE/FINANCIAL IMPACT:**

The sidewalk program ballot measure requires all projects to be funded with bond revenue that is then repaid with the Sales and Use Tax collected over the next 20 years. In 2019, the City issued the first series of bonds in the amount of \$11.6 million to fund the initial programming and the design and construction for the first several sidewalk routes. This contract is within the authorized budget, provided through Ordinance No. 903, which includes \$4,700,000 in the 2021 – 2022 biennium for this program.

Sound Transit has also provided the City with funding to complete part of these improvements as part of the Shoreline North/185<sup>th</sup> Station Access Project Priorities.

Funding will be provided by surface water utility bond funds for improvements to the existing surface water utility infrastructure in the vicinity of the project. Sewer relocation improvements will be paid for by the wastewater utility. The project cost and budget summary follows:

**EXPENDITURES**

<b>Design</b>	
Project Administration	\$ 560,000
Real Estate Acquisition	\$ 36,000
<b>Construction</b>	
Staff and other Direct Expenses	\$ 15,000
<b><i>Construction Management (CM) Services</i></b> <b><i>(This Contract – Blueline)</i></b>	<b>\$ 476,950</b>
Estimated Construction Contract	\$3,000,000
Contingency	\$ 300,000
<b>TOTAL (Design and Construction)</b>	<b>\$4,392,000</b>

**REVENUE**

Surface Water Utility Bond	\$ 22,500
Wastewater Utility Fund	\$ 98,225
Hidden Lake Dam Removal Project Fund	\$ 33,000
Sound Transit Funding	\$2,000,000
Sales and Use Tax/Sidewalk Bond Fund	\$2,238,275
<b>TOTAL Revenue</b>	<b>\$4,392,000</b>

**RECOMMENDATION**

Staff recommends that the City Council authorize the City Manager to execute a professional services agreement with Blueline Group, LLC for construction management and inspection services in the amount of \$476,950 for the 5<sup>th</sup> Avenue NE (NE 175<sup>th</sup> – NE 182<sup>nd</sup>) Sidewalk Project.

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

## **BACKGROUND**

In November 2018, voters approved the 0.2% increase in Sales and Use Tax for the construction and repair of sidewalks. The ballot measure included 12 specific locations for installation of new sidewalk. In March 2019, Council authorized the issuance of bonds to support the program. Following the adoption of the ordinances, Council authorized the City Manager to execute contracts for the design of the 5<sup>th</sup> Avenue NE Sidewalk Project in April 2020. More information on this can be found in the following staff report: [Authorizing the City Manager to Execute a Professional Services Contract with KPFF, Inc in the Amount of \\$590,011 for Design of a Sidewalk Project on 5th Avenue NE from NE 175th Street to NE 182nd Street.](#)

Construction on the 5<sup>th</sup> Avenue NE Sidewalk Project begins in 2022. Sidewalk will be built on both sides of 5<sup>th</sup> Avenue NE to connect existing pedestrian and bicycle facilities at NE 175<sup>th</sup> Street to the infrastructure currently in construction as part of the Sound Transit Shoreline North/185<sup>th</sup> Station project. This is the second of the twelve specific sidewalk projects to be constructed in the 2018 Voter-Approved Sidewalk Program.

## **DISCUSSION**

Due to the complex nature of the 5<sup>th</sup> Avenue NE sidewalk project and the number of projects scheduled for construction in 2022, City staff will be unable to provide construction management and inspection services for this project.

### **Construction Services Contractor Selection**

On March 4, 2019, the City issued a Request for Qualifications (RFQ) for establishment of a Construction Services Roster. Five firms submitted Statements of Qualifications (SOQ's), which were reviewed by staff. Four firms were selected to provide Construction Management and Inspection services for a three-year period; Blueline Group; LLC was one of those four firms.

The City reached out to two of those four firms to identify which firm had the most qualified staff available to provide services for this project plus several others. Blueline was selected based on experience of key staff available and past positive experiences on Shoreline projects.

Construction of the 5<sup>th</sup> Avenue NE sidewalk project is anticipated to start in March 2022 with final completion anticipated by November 2022. The scope of work of this proposed contract is attached to the staff report as Attachment A.

### **Alternatives Analysis**

The alternative to not authorizing this contract is to assign City staff resources by re-prioritizing other work or delaying the project until City staff resources become available, which is not recommended. Current staff are fully utilized on other construction projects, including private development, the Sound Transit Lynnwood Link Extension Project, and other capital projects.

**COUNCIL GOAL(S) ADDRESSED**

These projects will help 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**

The sidewalk program ballot measure requires all projects to be funded with bond revenue that is then repaid with the Sales and Use Tax collected over the next 20 years. In 2019, the City issued the first series of bonds in the amount of \$11.6 million to fund the initial programming and the design and construction for the first several sidewalk routes. This contract is within the authorized budget, provided through Ordinance No. 903, which includes \$4,700,000 in the 2021 – 2022 biennium for this program.

Sound Transit has also provided the City with funding to complete part of these improvements as part of the Shoreline North/185<sup>th</sup> Station Access Project Priorities.

Funding will be provided by surface water utility bond funds for improvements to the existing surface water utility infrastructure in the vicinity of the project. Sewer relocation improvements will be paid for by the wastewater utility. The project cost and budget summary follows:

**EXPENDITURES**

<b>Design</b>	
Project Administration	\$ 560,000
Real Estate Acquisition	\$ 36,000
<b>Construction</b>	
Staff and other Direct Expenses	\$ 15,000
<b>Construction Management (CM) Services</b> <i>(This Contract – Blueline)</i>	<b>\$ 476,950</b>
Estimated Construction Contract	\$3,000,000
<u>Contingency</u>	<u>\$ 300,000</u>
<b>TOTAL (Design and Construction)</b>	<b>\$4,392,000</b>

**REVENUE**

Surface Water Utility Bond	\$ 22,500
Wastewater Utility Fund	\$ 98,225
Hidden Lake Dam Removal Project Fund	\$ 33,000
Sound Transit Funding	\$2,000,000
<u>Sales and Use Tax/Sidewalk Bond Fund</u>	<u>\$2,238,275</u>
<b>TOTAL Revenue</b>	<b>\$4,392,000</b>

## **RECOMMENDATION**

Staff recommends that the City Council authorize the City Manager to execute a professional services agreement with Blueline Group, LLC for construction management and inspection services in the amount of \$476,950 for the 5<sup>th</sup> Avenue NE (NE 175<sup>th</sup> – NE 182<sup>nd</sup>) Sidewalk Project.

## **ATTACHMENTS**

Attachment A: Blueline Group Construction Management Services for the 5<sup>th</sup> Ave NE Sidewalk Project Scope of Work

Project Name: 5<sup>th</sup> Ave NE Sidewalk Improvements Project      City of Shoreline Project #: 10254  
 Effective Date: January 12, 2022      Blueline Job #: 21-416

## Project Description

The Blueline Group, LLC (“Blueline”) will provide construction support services for the 5<sup>th</sup> Ave NE Sidewalk Improvements Project (“Project”) generally consisting of new storm structures, stormwater pump station, storm pipe, sidewalks, ADA curb ramps, HMA overlay and retaining walls along 5<sup>th</sup> Ave NE from NE 175<sup>th</sup> St to NE 182<sup>nd</sup> Ct.

## Task Summary

Task 001	Project Management
Task 002	Construction Inspection Services
Task 003	Construction Administration Services
Task 004	Management Reserve

## Project Schedule

Our Team shall begin work immediately upon receipt of Notice to Proceed and proceed according to the attached Project Schedule. This schedule reflects the Client’s desire to complete construction in 2022.

Key dates include:

Notice to Proceed .....	March 2022
Substantial Completion (180 working days) .....	November 2022

## Scope of Work

Blueline’s scope of work for the project is outlined on the following pages.



## Task 001 Project Management

This task is for general coordination and meetings on the project, including:

- Management of all tasks and staff.
- Communication with the City regarding construction issues, costs, and schedule.
- Budget tracking and preparation of monthly invoices for work performed during the previous month, including any pertinent backup materials.

**Deliverables:** *Monthly invoices and progress report.*

## Task 002 Construction Inspection Services

Blueline will provide full time field inspection. Services under this task are anticipated to include:

- Provide preconstruction photos.
- Review plans/specifications and visit the site.
- Attend preconstruction meeting.
- Review materials delivered to site to review compliance with approved submittals.
- Provide inspection for all aspects of the construction activity to review Contractor compliance with the contract plans and specifications.
- Coordinate materials testing with the Contractor and City's consultant.
- Record and report the progress of the construction operations to the City throughout the duration of the contract providing Inspector's Daily Reports.
- Furnish the City with verification of all quantities of materials.
- Monitor the Contractor's traffic control operations to review compliance with approved Traffic Control Plan. Inspector to drive work zone each day and coordinate with City and Contractor on compliance.
- Be responsive to requests from citizens and businesses.
- Provide field record drawing to supplement the Contractor's redlines.
- Prepare final punchlist in collaboration with the City.
- Provide post construction photographs.

**Deliverables:** *Inspector's Daily Report, records of Force Account work, weekly tabulation of quantities placed (with truck tickets attached), construction progress photos, punchlist, and record drawing redlines.*

**Assumptions:** *This task assumes a construction duration of 180 working days at 8 hours of inspection per day, with a 20% allowance for longer working days. Should inspection needs exceed the Task 002 budget, a request will be presented to the City for authorization to use the Management Reserve task.*





## Task 003 Construction Administration Services

Blueline will provide Construction Administration services for the Project during the construction period. Blueline will coordinate construction management activities with the City's staff with the intent that Blueline will take the lead communication role. Services under this task are anticipated to include:

- Support material submittal review and assist with Record of Material (ROM) compliance documentation.
- Attend preconstruction conference and issue minutes.
- Conduct weekly progress meetings and issue minutes.
- Prepare and provide draft weekly statement of working days (WSWD) to the City.
- Review RFIs and provide responses to contractor including coordination with City and EOR.
- Review force account activity and provide summary of extra work spreadsheet with attached signed FA sheets for City to review.
- Prepare draft change orders for City review and processing.
- Prepare monthly FNRs and corresponding monthly plan highlights showing bid items incorporated on plan sheets in lieu of daily FNRs.
- Coordinate and track approved quantities with Contractor and support processing of pay estimate with the City.
- Review and approve Contractor's initial schedule and 2-week look ahead schedule provided at meetings.
- General consultation and coordination on an as needed basis.
- Coordination during construction with utility purveyors and Sound Transit.
- Address construction questions.

**Deliverables:** *Blueline will provide preconstruction meeting minutes, weekly progress agenda/minutes, draft weekly statement of working days, FA sheets, draft change orders, monthly FNRs, RFI responses (coordinated with EOR), and contractor notifications as needed.*

**Assumptions:** *This task assumes the City will prepare and mail notices to residents/businesses, answer questions from the public not able to be addressed by the field inspector, coordinate construction contract, prepare preconstruction meeting agenda and send invitations, and prepare letter of substantial completion.*  
*The City will provide draft forms to Blueline at the start of the project for RFI responses, FA sheets, change orders, and contractor notifications if specific templates are to be used. Revisions to these forms directed by the City after the project has begun shall be billed under a separate task.*



## Task 004 Management Reserve

This task provides for unanticipated inspection and/or construction support services deemed necessary due to exigent circumstances or delays. Any additional work or funds under this item are not to be used unless explicitly authorized by the City. Fee estimate is based on  $\pm 10\%$  of tasks 001-003.



## General Assumptions and Notes

- Scope and fees outlined above are based on the Project Understanding included with this proposal as well as the following information (any changes to these documents may result in changes to the fees):
  - Correspondence, as well as 100% contract drawings provided by the City, prior to the effective date of this Agreement.
- Traffic Control Plans and Shoring Plans will be a requirement of the Contractor and not designed by Blueline.
- City will provide initial Record of Material (ROM) document.
- Project stops/starts and significant changes to the Project Schedule may result in changes to the fees provided above and a separate fee proposal will be provided.
- Night/weekend work is not anticipated and therefore not included. A separate fee proposal can be provided if overnight/weekend work is determined necessary. Night/weekend inspection is billed at 150% of the daytime billing rate.
- Time and expense items are based on Blueline's current hourly rates.
- These fees stated above are valid if accepted within 30 days of the date of the proposal.
- Blueline reserves the right to adjust fees per current market conditions for tasks not started within a year of contract execution.
- Blueline reserves the right to move funds between approved Tasks 001 – 003 as necessary based on approved scope of work provided the overall budget of Tasks 001 – 003 is not exceeded. City Project Manager will be notified if funds are shifted.
- Client revisions requested after the work is completed will be billed at an hourly rate under a new task called Client Requested Revisions. A fee estimate can be provided to the Client prior to proceeding with the revisions.
- If Client requests Blueline's assistance in complying with any public records request, including without limitation providing copies of documents and communications, Client will pay Blueline's hourly fees and costs incurred in providing such assistance at then-current rates. Such fees and costs will be billed as a separate task.
- The fees stated above do not include reimbursable expenses such as large format copies (larger than legal size), mileage, and plots. These will appear under a separate task called EXPENSES.



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

<b>AGENDA TITLE:</b>	Authorize the City Manager to Execute an Interagency Agreement with the Washington State Transportation Improvement Board Accepting a Grant in the amount of \$5,000,000 for the N/NE 145 <sup>th</sup> (SR 523) – Interstate 5 Interchange 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 <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

**PROBLEM/ISSUE STATEMENT:**

Staff is requesting that the City Council authorize the City Manager to execute an agreement with the Washington State Transportation Improvement Board (TIB) accepting a \$5,000,000 grant to fund the right-of-way and construction phases of the N/NE 145<sup>th</sup> (SR 523) Interstate 5 Interchange Project, hereinafter referred to as the Interchange Project.

The City has been actively seeking funding to complete the Interchange Project since its inception in 2014. The City applied to the TIB for grant funding for construction of the Interchange Project in 2021. The City was notified in November 2021 that the Interchange Project was recommended for funding, and the TIB awarded a \$5,000,000 grant to the City. Acceptance of this grant will complete full funding of the Project.

In accordance with the City’s Grants Management Policy, this agreement requires Council authorization for the City Manager to execute the grant agreement.

**RESOURCE/FINANCIAL IMPACT:**

This project is included in the City’s adopted 2021-2026 Capital Improvement Plan. The project budget summary is as follows:

**EXPENDITURES**

City Staff	\$ 260,000
Direct Expenses	\$ 50,000
<b>Consultant Contracts</b>	
HW Lochner Contract, Including Supplement 1	\$ 2,124,935
HW Lochner Supplement 2, Including Management Reserve	\$ 2,471,183

WSDOT Review	\$ 125,000
WSDOT Project Administration Assistance	\$ 100,000
Right of Way Acquisition	\$ 6,000,000
Construction Administration & Engineering	\$ 2,500,000
Construction	\$ 13,359,343
Construction Contingency	\$ 3,339,836
<b>Total</b>	<b>\$ 30,070,297</b>

**REVENUE**

Roads Capital Fund	\$ 1,272,000
Federal STP Grant - Design 2018	\$ 3,892,500
Federal STP Grant - Construction 2020	\$ 4,920,000
Sound Transit Agreement	\$ 10,000,000
WSDOT Regional Mobility Grant - Construction 2021	\$ 5,000,000
<b><i>Transportation Improvement Board</i></b>	<b><u>\$ 5,000,000</u></b>
<b>Total</b>	<b>\$ 30,084,500</b>

With this grant the Interchange Project is fully funded, including contingency costs.

**RECOMMENDATION**

Staff recommends that the City Council authorize the City Manager to execute an Interagency Agreement with the Washington State Transportation Improvement Board, accepting a grant in the amount of \$5,000,000 for the N/NE 145<sup>th</sup> (SR 523) – Interstate 5 Interchange Project.

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

## **BACKGROUND**

In 2016, the City began implementing improvements identified in the [145<sup>th</sup> Street Multimodal Corridor Study](#) to improve access and safety for all travel modes and to improve access to Sound Transit's (ST) 145<sup>th</sup> Street Light Rail Station. In 2017, the City began design for improvements to the SR523/145<sup>th</sup> Street-Interstate 5 Interchange. During the initial design work, the City worked closely with the Washington State Department of Transportation (WSDOT), Sound Transit, King County Metro, the City of Seattle, and other stakeholders to identify and agree to an interchange configuration of two roundabouts instead of traditional traffic signals.

In January 2020, the City Council concurred with staff's recommendation to proceed with design of the roundabout configuration. This recommendation also identified the need and commitment to find funding for the remainder of the project. The staff report for this Council discussion can be found at the following link: [Discussion of the 145th Street / I-5 Interchange Project Delivery Strategy](#).

Since this time the City has secured the following funding for the Interchange Project:

- In 2020, the City received \$4,920,000 in additional funding from the Surface Transportation Program (STP).
- In November 2021, Sound Transit approved a \$10 million contribution to the Project.
- In November 2021, the City was awarded \$5 million for a Regional Mobility Grant.

Tonight, Council will take action on acceptance of a Washington State Transportation Improvement Board (TIB) grant to complete the funding for the Interchange Project.

## **DISCUSSION**

The City applied to the Washington State Transportation Improvement Board (TIB) for grant funding starting in 2019. The City was not awarded the grant in 2019 or 2020 largely because a significant funding gap remained, even if the TIB funds were awarded. In 2021, the City applied with the \$10 million Sound Transit contribution and the \$5 Million Regional Mobility Grant likely to be received which made the grant amount from TIB the final funding needed for the project. In November 2021, the City was notified the Interchange Project was selected by the TIB to receive a \$5,000,000 grant. The grant funds may be used for the right of way acquisition or construction phase of the Project and provides the funding needed to fully fund the Project.

Not authorizing acceptance of this grant would result in the project not being fully funded. This is not recommended as there are limited remaining funding alternatives and the project would likely not begin construction as scheduled in 2023.

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

The Interchange Project directly supports two of the City Council's Goals:

- Goal 2 - Continue to deliver highly valued public services through management of the City's infrastructure and stewardship of the natural environment.

- Goal 3 - Continue preparation for regional transit in Shoreline.

**RESOURCE/FINANCIAL IMPACT**

This project is included in the City’s adopted 2021-2026 Capital Improvement Plan. The project budget summary is as follows:

**EXPENDITURES**

City Staff	\$ 260,000
Direct Expenses	\$ 50,000
<b>Consultant Contracts</b>	
HW Lochner Contract, Including Supplement 1	\$ 2,124,935
HW Lochner Supplement 2, Including Management Reserve	\$ 2,471,183
WSDOT Review	\$ 125,000
WSDOT Project Administration Assistance	\$ 100,000
Right of Way Acquisition	\$ 6,000,000
Construction Administration & Engineering	\$ 2,500,000
Construction	\$ 13,359,343
Construction Contingency	\$ 3,339,836
<b>Total</b>	<b>\$ 30,070,297</b>

**REVENUE**

Roads Capital Fund	\$ 1,272,000
Federal STP Grant - Design 2018	\$ 3,892,500
Federal STP Grant - Construction 2020	\$ 4,920,000
Sound Transit Agreement	\$ 10,000,000
WSDOT Regional Mobility Grant - Construction 2021	\$ 5,000,000
<b><i>Transportation Improvement Board</i></b>	<b><u>\$ 5,000,000</u></b>
<b>Total</b>	<b>\$ 30,084,500</b>

As is noted above, with this grant the Interchange Project is fully funded, including contingency costs.

**RECOMMENDATION**

Staff recommends that the City Council authorize the City Manager to execute an Interagency Agreement with the Washington State Transportation Improvement Board, accepting a grant in the amount of \$5,000,000 for the N/NE 145<sup>th</sup> (SR 523) – Interstate 5 Interchange Project.

**ATTACHMENTS**

Attachment A: TIB Fuel Tax Grant Agreement



City of Shoreline  
8-1-202(008)-1  
145th Street (SR 523)  
3rd Ave NE to 5th Ave NE (I-5 Interchange)

STATE OF WASHINGTON  
TRANSPORTATION IMPROVEMENT BOARD  
AND  
City of Shoreline  
AGREEMENT

THIS GRANT AGREEMENT (hereinafter "Agreement") for the 145th Street (SR 523), 3rd Ave NE to 5th Ave NE (I-5 Interchange) (hereinafter "Project") is entered into by the WASHINGTON STATE TRANSPORTATION IMPROVEMENT BOARD (hereinafter "TIB") and City of Shoreline, a political subdivision of the State of Washington (hereinafter "RECIPIENT").

1.0 PURPOSE

For the project specified above, TIB shall pay 16.5563 percent of approved eligible project costs up to the amount of \$5,000,000, pursuant to terms contained in the RECIPIENT'S Grant Application, supporting documentation, chapter 47.26 RCW, title 479 WAC, and the terms and conditions listed below.

2.0 SCOPE AND BUDGET

The Project Scope and Budget are initially described in RECIPIENT'S Grant Application and incorporated by reference into this Agreement. Scope and Budget will be further developed and refined, but not substantially altered during the Design, Bid Authorization and Construction Phases. Any material alterations to the original Project Scope or Budget as initially described in the Grant Application must be authorized by TIB in advance by written amendment.

3.0 PROJECT DOCUMENTATION

TIB requires RECIPIENT to make reasonable progress and submit timely Project documentation as applicable throughout the Project. Upon RECIPIENT'S submission of each Project document to TIB, the terms contained in the document will be incorporated by reference into the Agreement. Required documents include, but are not limited to the following:

- a) Project Funding Status Form
- b) Bid Authorization Form with plans and engineers estimate
- c) Award Updated Cost Estimate
- d) Bid Tabulations
- e) Contract Completion Updated Cost Estimate with final summary of quantities
- f) Project Accounting History

4.0 BILLING AND PAYMENT

The local agency shall submit progress billings as project costs are incurred to enable TIB to maintain accurate budgeting and fund management. Payment requests may be submitted as





often as the RECIPIENT deems necessary, but shall be submitted at least quarterly if billable amounts are greater than \$50,000. If progress billings are not submitted, large payments may be delayed or scheduled in a payment plan.

## 5.0 TERM OF AGREEMENT

This Agreement shall be effective upon execution by TIB and shall continue through closeout of the grant or until terminated as provided herein, but shall not exceed 10 years unless amended by the Parties.

## 6.0 AMENDMENTS

This Agreement may be amended by mutual agreement of the Parties. Such amendments shall not be binding unless they are in writing and signed by persons authorized to bind each of the Parties.

## 7.0 ASSIGNMENT

The RECIPIENT shall not assign or transfer its rights, benefits, or obligations under this Agreement without the prior written consent of TIB. The RECIPIENT is deemed to consent to assignment of this Agreement by TIB to a successor entity. Such consent shall not constitute a waiver of the RECIPIENT's other rights under this Agreement.

## 8.0 GOVERNANCE & VENUE

This Agreement shall be construed and interpreted in accordance with the laws of the state of Washington and venue of any action brought hereunder shall be in the Superior Court for Thurston County.

## 9.0 DEFAULT AND TERMINATION

### 9.1 NON-COMPLIANCE

- a) In the event TIB determines, in its sole discretion, the RECIPIENT has failed to comply with the terms and conditions of this Agreement, TIB shall notify the RECIPIENT, in writing, of the non-compliance.
- b) In response to the notice, RECIPIENT shall provide a written response within 10 business days of receipt of TIB's notice of non-compliance, which should include either a detailed plan to correct the non-compliance, a request to amend the Project, or a denial accompanied by supporting details.
- c) TIB will provide 30 days for RECIPIENT to make reasonable progress toward compliance pursuant to its plan to correct or implement its amendment to the Project.
- d) Should RECIPIENT dispute non-compliance, TIB will investigate the dispute and may withhold further payments or prohibit the RECIPIENT from incurring additional reimbursable costs during the investigation.

### 9.2 DEFAULT

RECIPIENT may be considered in default if TIB determines, in its sole discretion, that:



- a) RECIPIENT is not making reasonable progress toward correction and compliance.
- b) TIB denies the RECIPIENT's request to amend the Project.
- c) After investigation TIB confirms RECIPIENT'S non-compliance.

TIB reserves the right to order RECIPIENT to immediately stop work on the Project and TIB may stop Project payments until the requested corrections have been made or the Agreement has been terminated.

### 9.3 TERMINATION

- a) In the event of default by the RECIPIENT as determined pursuant to Section 9.2, TIB shall serve RECIPIENT with a written notice of termination of this Agreement, which shall be served in person, by email or by certified letter. Upon service of notice of termination, the RECIPIENT shall immediately stop work and/or take such action as may be directed by TIB.
- b) In the event of default and/or termination by either PARTY, the RECIPIENT may be liable for damages as authorized by law including, but not limited to, repayment of grant funds.
- c) The rights and remedies of TIB provided in the AGREEMENT are not exclusive and are in addition to any other rights and remedies provided by law.

### 9.4 TERMINATION FOR NECESSITY

TIB may, with ten (10) days written notice, terminate this Agreement, in whole or in part, because funds are no longer available for the purpose of meeting TIB's obligations. If this Agreement is so terminated, TIB shall be liable only for payment required under this Agreement for performance rendered or costs incurred prior to the effective date of termination.

## 10.0 USE OF TIB GRANT FUNDS

TIB grant funds come from Motor Vehicle Fuel Tax revenue. Any use of these funds for anything other than highway or roadway system improvements is prohibited and shall subject the RECIPIENT to the terms, conditions and remedies set forth in Section 9. If Right of Way is purchased using TIB funds, and some or all of the Right of Way is subsequently sold, proceeds from the sale must be deposited into the RECIPIENT's motor vehicle fund and used for a motor vehicle purpose.

## 11.0 INCREASE OR DECREASE IN TIB GRANT FUNDS

At Bid Award and Contract Completion, RECIPIENT may request an increase in the maximum payable TIB funds for the specific project. Requests must be made in writing and will be considered by TIB and awarded at the sole discretion of TIB. All increase requests must be made pursuant to WAC 479-05-202 and/or WAC 479-01-060. If an increase is denied, the recipient shall be liable for all costs incurred in excess of the maximum amount payable by TIB. In the event that final costs related to the specific project are less than the initial grant award, TIB funds will be decreased and/or refunded to TIB in a manner that maintains the intended ratio between TIB funds and total project costs, as described in Section 1.0 of this Agreement.



## 12.0 INDEPENDENT CAPACITY

The RECIPIENT shall be deemed an independent contractor for all purposes and the employees of the RECIPIENT or any of its contractors, subcontractors, and employees thereof shall not in any manner be deemed employees of TIB.

## 13.0 INDEMNIFICATION AND HOLD HARMLESS

The PARTIES agree to the following:

Each of the PARTIES, shall protect, 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, judgment, and/or awards of damages, arising out of, or in any way resulting from, that PARTY's own negligent acts or omissions which may arise in connection with its performance under this Agreement. No PARTY will be required to indemnify, defend, or save harmless the other PARTY if the claim, suit, or action for injuries, death, or damages is caused by the sole negligence of the other PARTY. Where such claims, suits, or actions result from the concurrent negligence of the PARTIES, the indemnity provisions provided herein shall be valid and enforceable only to the extent of a PARTY's own negligence. Each of the PARTIES 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 of the PARTIES, by mutual negotiation, hereby waives, with respect to the other PARTY only, any immunity that would otherwise be available to it against such claims under the Industrial Insurance provision of Title 51 RCW. In any action to enforce the provisions of the Section, the prevailing PARTY shall be entitled to recover its reasonable attorney's fees and costs incurred from the other PARTY. The obligations of this Section shall survive termination of this Agreement.

## 14.0 DISPUTE RESOLUTION

- a) The PARTIES shall make good faith efforts to quickly and collaboratively resolve any dispute arising under or in connection with this AGREEMENT. The dispute resolution process outlined in this Section applies to disputes arising under or in connection with the terms of this AGREEMENT.
- b) Informal Resolution. The PARTIES shall use their best efforts to resolve disputes promptly and at the lowest organizational level.
- c) In the event that the PARTIES are unable to resolve the dispute, the PARTIES shall submit the matter to non-binding mediation facilitated by a mutually agreed upon mediator. The PARTIES shall share equally in the cost of the mediator.
- d) Each PARTY agrees to compromise to the fullest extent possible in resolving the dispute in order to avoid delays or additional incurred cost to the Project.
- e) The PARTIES agree that they shall have no right to seek relief in a court of law until and unless the Dispute Resolution process has been exhausted.



15.0 ENTIRE AGREEMENT

This Agreement, together with the RECIPIENT'S Grant Application, the provisions of chapter 47.26 Revised Code of Washington, the provisions of title 479 Washington Administrative Code, and TIB Policies, constitutes the entire agreement between the PARTIES and supersedes all previous written or oral agreements between the PARTIES.

16.0 RECORDS MAINTENANCE

The RECIPIENT shall maintain books, records, documents, data and other evidence relating to this Agreement and performance of the services described herein, including but not limited to accounting procedures and practices which sufficiently and properly reflect all direct and indirect costs of any nature expended in the performance of this Agreement. RECIPIENT shall retain such records for a period of six years following the date of final payment. At no additional cost, these records, including materials generated under the Agreement shall be subject at all reasonable times to inspection, review or audit by TIB personnel duly authorized by TIB, the Office of the State Auditor, and federal and state officials so authorized by law, regulation or agreement.

If any litigation, claim or audit is started before the expiration of the six (6) year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been resolved.

Approved as to Form  
Attorney General

By:

Signature on file

\_\_\_\_\_  
Guy Bowman  
Assistant Attorney General

Lead Agency

Transportation Improvement Board

\_\_\_\_\_  
Chief Executive Officer                      Date  
  
\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Executive Director                              Date  
  
\_\_\_\_\_  
Print Name

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

<b>AGENDA TITLE:</b>	Discussion and Update on the Sidewalk Rehabilitation Program and 2018 Voter Approved New Sidewalk Program		
<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
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

**PROBLEM/ISSUE STATEMENT:**

The need for sidewalks has been a priority for the community and the City Council since incorporation. In 2018, the Council approved a Sidewalk Prioritization Plan and an increase in the vehicle license fees to support sidewalk repair and rehabilitation. Later in 2018, Shoreline voters approved an increase in the Sales and Use Tax to fund the construction of new sidewalks with 12 locations being included in the ballot measure.

Since 2018, staff has focused on developing and implementing both programs - the Sidewalk Rehabilitation Program and the 2018 Voter Approved New Sidewalk Program. Tonight, staff will provide Council with an update on these programs and an opportunity to ask questions of staff. The following topics are included in tonight's discussion:

- Status of the 2018 Voter Approved New Sidewalk Program;
- Status of the Sidewalk Rehabilitation Program;
- Key issues that impact both programs; and
- Plans for future updates to the Sidewalk Prioritization Plan.

**RESOURCE/FINANCIAL IMPACT:**

There is no resource or financial impact associated with tonight's discussion. The voter approved new sidewalk program and sidewalk rehabilitation program are both currently funded by bonds with Sales and Use Tax and Vehicle License Fees providing the revenue for the respective programs.

**RECOMMENDATION**

No action is required; this item allows staff to update the Council on the development and implementation of the new sidewalk and sidewalk rehabilitation programs and provides Council an opportunity to ask questions or seek clarifications from staff.

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

## **BACKGROUND**

In 2018, the City Council adopted a Sidewalk Prioritization Plan for new sidewalks after a year-long process working with a Sidewalk Advisory Committee and the community to develop a method of prioritizing new sidewalks projects. The criteria used in prioritizing sidewalks included safety, equity, proximity and connectivity. On June 4, 2018, [Council approved the Sidewalk Prioritization Plan](#), the results of the [prioritization are shown in this map](#).

During this prioritization process, staff and the Sidewalk Advisory Committee also discussed repair and replacement of existing sidewalks throughout the City. This was part of the development of the [City's American's with Disabilities Act \(ADA\) Transition plan](#) for the public Right-of-Way. The ADA Transition Plan developed priorities for sidewalk repair and replacement based on a combination of a Barrier Condition Rating (BCR) and an Accessibility Demand Rating (ADR). The BCR represents the severity of the non-compliance with the ADA based on a self-assessment or inventory of the sidewalk assets. The ADR represents the proximity to important City destinations and nearby demographics. The objective of the prioritization is to repair the most significant barriers in the areas with the highest need or utilization by disabled users. The condition assessment of the existing facilities identified an estimated cost to remove all barriers and meet ADA standards of over \$184 Million.

In June 2018, the [City Council approved Ordinance No. 822](#), which added an additional \$20 annual Vehicle License Fee (VLF) to fund sidewalk maintenance and repair. Collection of the additional \$20 VLF started on March 1, 2019. This was estimated to collect approximately \$730,000 per year dedicated to funding repair and replacement of existing sidewalk. In November 2019, voter approval of Initiative I-976 eliminated the ability of jurisdictions to use VLF to fund Transportation Benefit Districts. As a result, the sidewalk repair and replacement program was put on hold pending resolution in the court system. In October 2020, the State Supreme Court overturned the initiative and the City was able to re-authorize and program the use of the VLF. Based on the timing of the court resolution, the funding was not included in the 2021-2022 adopted budget. In March 2021, [Council adopted Ordinance No. 926](#) to issue \$8.35 million in bonds to fund sidewalk rehabilitation and annual road surface maintenance programs utilizing the VLF as revenue.

In November 2018, Shoreline voters approved a 0.2% increase of the Sales and Use Tax for the construction of new sidewalk with a portion to fund repair for sidewalks. The tax was effective April 1, 2019. As part of the ballot measure, [twelve \(12\) specific locations](#) were identified for new sidewalks. Staff estimates all 12 projects will be completed within ten years of inception of this tax. As identified in the ballot measure, bonds will be issued to fund these improvements with the Sales and Use Tax revenue paying for the bonds over a 20-year period.

Staff last [updated the Council on the voter approved sidewalk program](#) in March 2019. This update addressed staffing, financial monitoring, program delivery, and issuance of bonds. At the same meeting, [Council adopted Ordinance Nos. 852 and 853](#) to authorize issuance of bonds and a budget amendment necessary to proceed with the program.

## **DISCUSSION**

### **2018 Voter Approved New Sidewalk Program**

Since the last update to the City Council, the new sidewalk program has made significant progress. The Council approved design contracts to be executed for the first three new sidewalk projects as well as the sidewalk implementation plan. A construction contract was awarded for the 1<sup>st</sup> Avenue NE (192<sup>nd</sup> – 195<sup>th</sup>) sidewalk project in June 2021 and the work was completed in fall 2021. The second sidewalk project - 5<sup>th</sup> Avenue NE (175<sup>th</sup> – 182<sup>nd</sup>) - is in the bidding phase and a construction contract award should be presented for Council consideration in early 2022. Finally, development of the implementation plan is complete, the results of which will be described in this Discussion section below.

### **New Sidewalk Design and Construction to Date**

In summer 2021, construction of the first sidewalk project was completed. Sidewalk on 1<sup>st</sup> Avenue NE from NE 193<sup>rd</sup> Street to NE 195<sup>th</sup> Street utilizes pervious pavement for surface water management and includes an 11-foot sidewalk that incorporates the ability for bicyclists to use the sidewalk. This segment provides a direct connection to the 195<sup>th</sup> Connector and completes a gap in the sidewalk network on 1<sup>st</sup> Avenue NE.

Design of sidewalks on 5<sup>th</sup> Avenue NE is complete and construction is scheduled for spring 2022. Sidewalks and bike lanes will be built on both sides of 5<sup>th</sup> Avenue NE from NE 175<sup>th</sup> Street to near NE 182<sup>nd</sup> Court where it will connect to improvements completed by Sound Transit. These improvements will provide a direct connection for people moving both on bikes and walking to the new Shoreline North/185<sup>th</sup> Link Light Rail Station. The 5<sup>th</sup> Avenue NE improvements will also act as an on-street connection for the Trail Along the Rail. On this project the standard five-foot amenity zone was eliminated to preserve the maximum number of trees feasible, with 23 trees (reduced from an estimated 90 trees if the amenity zone were incorporated) expected to be removed in order to construct the sidewalk improvements.

In 2021, the design of the 20<sup>th</sup> Avenue NW sidewalk was started, and construction is scheduled for late 2022/early 2023. Sidewalk will be built on one side of 20<sup>th</sup> Avenue NW to connect people to Richmond Beach Saltwater Park and will be designed at the appropriate scale to provide safe facilities for users of all ages and abilities.

### **Program Development and Delivery**

In 2021, staff conducted an analysis on the 10 remaining sidewalk projects which included development of conceptual designs, cost estimates and a review of potential construction impacts. An Implementation Plan for these sidewalk projects, including conceptual designs, are included as Attachment A. With the results of the analysis, staff formulated a schedule of the remaining projects. Multiple considerations were accounted for when developing the project's schedule including opportunities to bundle projects, redevelopment potential, grant potential, project simplicity, priority scores and geographical equity. The design and construction schedule for the final 10 projects is shown in the following table with all of the sidewalk projects completed by 2028.

Project #	Location	2020	2021	2022	2023	2024	2025	2026	2027	2028
4	20th Ave NW		Design	Construction						
40	Westminster		Design	Design	Construction					
73	19th Ave NE			Design	Design	Construction				
74	Ballinger Way			Design	Design	Construction				
34	Dayton Ave (178 -RB)				Design	Design	Construction			
48	Linden					Design	Construction			
57	Meridian					Design	Design	Construction		
21	8th Ave NW						Design	Construction		
35b	Dayton Ave (155-160)							Design	Construction	
98	15th Ave NE							Design	Design	Construction

Design Construction

The program development also addressed communication and public outreach. As part of the implementation work, staff and consultants completed an update to the City’s [main sidewalk webpage](#), which included a sidewalk program logo, introduction video, project schedule and an overall program frequently asked questions (FAQ) document. Staff also developed outreach goals for the program and reviewed options to achieve the program goals. Outreach goals will be reviewed and used to guide the scope and delivery of future sidewalk projects.

**Financial Monitoring**

As is noted above, the voter approved sidewalk projects are funded from a 0.2% increase in Sales and Use Tax. Revenue estimates for the tax have been reviewed and are tracking at a rate that supports previous estimates of a total generated revenue near \$57.5 million. The 12 sidewalk projects that will be funded from this revenue source are estimated to utilize approximate \$40.9 million of the revenue with debt interest payments to bond funding utilizing approximately \$12.6 million, totaling an estimated \$53.5 million. Assuming revenue and cost assumptions remain the same, this would leave a surplus of program funding of about \$4 million which may support one or two additional sidewalk projects in the years following 2028 when the initial 12 are completed. A detailed summary of project cost estimates and projection of Sales and Use Tax revenue can be found in Attachment B.

A more accurate idea of funding availability for additional sidewalk projects can be provided to the City Council in four to five years when more of the sidewalk projects have been constructed and there is better information on costs and schedule. Prioritization of any additional sidewalk projects should occur during the discussion and adoption of the Transportation Improvement Plan (TIP) and/or Capital Improvement Plan (CIP).

The program estimates include a 4% annual inflation rate and are based on the conceptual designs in the implementation plan which show the City’s ideal cross sections for each of the projects. During the design phase for each project, ideas will be reviewed to reduce costs to ensure the City is able to deliver as many projects as possible.



**Timing and Issuance of Bonds**

All revenue generated by the Sales and Use Tax will be used for the repayment of debt. Staff issued an initial bond of \$11.6 million to cover the first projects and the timing and size of future bonds was further refined as a result of the schedule and estimates prepared. Additional bond ordinances will be needed to support future bond issuances. A preliminary review shows a need for a second bond of approximately \$19 million in 2024 and a third bond of \$10 million in 2027 to complete the 12 sidewalk projects. The timing and size of the future bonds will be refined as more sidewalk projects are constructed and revenue estimates are updated.

**Key Program Issues**

Staff has identified key program issues that should be reviewed carefully in the design phase for each of the sidewalk projects. Concept plans showed the need for walls, property acquisition, and tree impacts on many of the sidewalk projects to support the ideal width and location of sidewalks as defined in the Engineering Development Manual (EDM) and aligned with the City’s Complete Streets ordinance. All sidewalk projects require careful balancing of multiple priorities from internal and external stakeholders including reducing (or eliminating) tree removals, minimizing property impacts, complying with complete streets ordinances, and designing improvements that meet long-term City goals (climate resilience, safety improvements, surface water upgrades, bicycle lanes, etc.).

Tree Impacts

New sidewalks frequently impact existing trees in the right-of-way. Trees are important to the community and the environment. In recent outreach efforts, staff found that approximately 38% of public comments regard tree retention in sidewalk projects. Staff has implemented several steps to protect, preserve and retain trees to the extent practical. These steps (listed as sequential in a project design flow) include:

- Completing a detailed survey to get an accurate assessment of size, type, health and location of trees as related to the City’s right-of-way and conceptual sidewalk improvements.
- Utilizing the City’s Climate Action Tool to review urban heat islands in the vicinity of sidewalk projects.
- Concepts are presented in a public meeting, feedback is reviewed, and conceptual design is adjusted based on feedback.
- An arborist is retained to review potential tree impacts and provide information on the ability to protect and preserve trees and how to minimize damage to trees during sidewalk construction. The report and tree removal information are included on project web pages.
- Sidewalk design may be revised to reduce tree (and property) impacts where possible. Alternatives considered in minimizing impacts to trees while maintaining other project goals include, but are not limited to:
  - Eliminating/reducing sections of standard amenity zones,
  - Revising wall designs,
  - Adjusting roadway lane configurations,
  - Reviewing alternate sidewalk designs (elevate sections of the walkway, relocate sidewalk locations around trees, etc.), and

- Reducing sidewalk widths in short segments to go around trees.
- The revised design is then sent to the City’s Urban Forester to complete a walkthrough to review tree impacts. Additional ideas for adjusting sidewalk design are reviewed and implemented wherever practical.
- Final design and bid documents include tree protection measures as recommended by the arborist.
- Trees that are required to be removed have signs placed on them 14 days prior to their scheduled removal, as required by the EDM.

### Right-of-Way Acquisition and Walls

Several of the sidewalk routes have very steep slopes along the right-of-way where sidewalk improvements will be constructed (Dayton Avenue between 178<sup>th</sup> Street and Richmond Beach Road; Westminster Way between 145<sup>th</sup> and 153<sup>rd</sup>; Meridian Avenue N between 194<sup>th</sup> and 205<sup>th</sup>; Ballinger Way NE between 19<sup>th</sup> and 25<sup>th</sup>). These slopes are a physical constraint that will require either permanent or temporary easements, or in some cases, permanent acquisition of private property. Beyond the private property impacts, this will also represent a large financial burden to the sidewalk program. As these sidewalk projects move to the design phase, impacts will be carefully reviewed in a manner similar to tree impacts and will be minimized to the extent practical. Alternatives considered include everything discussed in the tree impacts section as well as careful review of unique wall designs by City staff and engineering consultants.

### Sidewalk Widths

Sidewalk widths are established in the EDM, which is updated annually. Widths and locations are chosen to provide adequate comfort and safety for all users. City staff established standards for sidewalk widths based on two key documents and guidelines:

1. 2011 Public Rights-of-Way Accessibility Guideline (PROWAG). The PROWAG is developed by the US Access Board to develop guidelines under ADA standards. The PROWAG identifies a minimum sidewalk width of four (4) feet with a requirement for passing areas every 120 feet with a minimum of 5-foot width.
2. National Association of City Transportation Officials (NACTO)’s Urban Street Guide. The Urban Street Guide provides the guidance that “Sidewalks have a desired minimum through zone of six feet and an absolute minimum of five feet. Where a sidewalk is directly adjacent to moving traffic, the desired minimum is eight feet, providing a minimum 2-foot buffer for street furniture and utilities.” A six-foot desired minimum through zone means that even if the sidewalk is wider than six feet to accommodate bicycle parking, benches, utility poles, tree pits, or other facilities such as this, the sidewalk should still have a minimum of six feet of width for pedestrians to move through.

Based on these two documents the City has established standards of 6-foot sidewalk in areas with single family homes and 8-foot in busier areas with non-single family residential areas. In both scenarios, a 5-foot amenity zone is required between the curb and the sidewalk. This provides a buffer between vehicles and pedestrians. At times, the amenity zones are eliminated where a buffer can be provided by a bike lane or wider sidewalk width.

NACTO's Urban Street Guide also states, "Sidewalk design should go beyond the bare minimums in both width and amenities. Pedestrians and businesses thrive where sidewalks have been designed at an appropriate scale, with sufficient lighting, shade, and street-level activity." In alignment with the City's Comprehensive Plan, Transportation Master Plan and Complete Streets ordinance, sidewalk standards have been established to develop an active transportation network that promotes livability and goes beyond minimum requirements in order to offer safe and easy travel options that will be utilized by residents and visitors and accommodate all modes of users.

In establishing standards, staff also reviewed sidewalk widths of other, neighboring jurisdictions. A few sidewalk width requirements for comparison include:

- Cities of Seattle and Redmond: 6 feet minimum
- City of Edmonds: 5-7 feet
- City of Kirkland: 5 feet w/ 4-1/2-foot amenity zone
- City of Bellevue: 5-6 feet (non-arterials)

While the City standards are consistent to the NACTO Urban Street Guide, modifications are allowed based on specific site conditions and constraints. The EDM supports and encourages flexibility specifically for the protection and preservation of trees.

### **Sidewalk Rehabilitation Program**

As noted earlier in this report, I-976 has delayed the development and implementation of the Sidewalk Rehabilitation Program. By the time the courts restored the authority to collect VLF for Transportation Benefit Districts, the 2021-2022 budget had been prepared and resources assigned to other projects.

### **Current projects and status**

Staff has been able to make limited progress by kicking off design for the rehabilitation of two routes:

- 15<sup>th</sup> Avenue NE from NE 160<sup>th</sup> Street to approximately NE 175<sup>th</sup> Street
- 5<sup>th</sup> Avenue NE from NE 165<sup>th</sup> Street to NE 175<sup>th</sup> Street

Both of these corridors serve bus routes and have significant barriers to access by disabled and other users. The primary barriers result from tree root damage but many curb ramps are also not in compliance with ADA standards. The 15<sup>th</sup> Avenue NE section is scheduled for construction in late 2022 and 5<sup>th</sup> Avenue NE will be constructed in 2023. The preliminary cost estimate for both routes is \$2,300,000.

The focus in 2021 has been to get the two above corridor projects into design. Looking at routes beyond these two has not been the priority. This will become a larger focus later in 2022 as progress is made on these projects. The ADA Transition Plan will serve as the backbone in making decisions for future locations. Appendix C of the Transition Plan laid out priorities for 2019-2024. With delays in the program, the years of work are not accurate but will serve as a starting point for 2022 and beyond.

## Key program issues

The two key issues for the sidewalk rehabilitation program, similar to new sidewalks, are trees and compliance with ADA standards.

### Trees

Effort is made to protect and preserve trees both in repairing sidewalks and retrofitting or installing new curb ramps. An arborist is utilized to assess the health of impacted trees, and the likelihood or alternatives to protect and retain the tree. Methods available to protect and preserve trees in the sidewalk rehabilitation are more limited as the sidewalk and tree location are already fixed. Options that are considered include:

- Root pruning and installation of a root barrier.
- Adjustment of the sidewalk location behind or away from the tree. This may require an easement to place the sidewalk on private property.
- Use grinding or other methods to eliminate small displacements in the sidewalk as a result of roots. This may be a short-term option as the tree roots will likely damage the sidewalk again within a few years.
- Ramping a sidewalk up and over tree roots.

These and other options will continue to be considered and evaluated as the program develops. Unfortunately, the damage caused by trees is often significant and the trees are too big for their current location. Many of the existing amenity zones (planter areas) are too narrow to support tree health. Assessing the health of the trees before and after construction is important for balancing the desire to protect trees with their overall survivability and is needed to limit the likelihood that the tree becomes a maintenance issue or hazard. Staff will also consult with the City's Urban Forester to evaluate the findings of the arborist and help identify other available alternatives.

The program looks to replace trees that are removed back in the project area in a way that considers the trees survivability. Amenity zone size and tree species are critical factors for determining survivability. Replacement trees are selected off the City's approved Street Tree List which includes provides guidance on amenity zone width.

### ADA Compliance

The 2011 PROWAG does not provide guidance on existing sidewalks and maintenance practices. For guidance on existing pedestrian facilities, the EDM adopts the 2010 ADA Standards for Accessible Design (2010 ADA), which is the current adopted federal standard for ADA facilities.

The general requirements are broken down into those projects/facilities built before or after March 15, 2012. These are defined as follows:

#### *Altered Facilities (prior to March 15, 2012):*

**Clear Width - 4.2.1\* Wheelchair Passage Width.** The minimum clear width for single wheelchair passage shall be 32 in (815 mm) at a point and 36 in (915 mm) continuously

Altered Facilities (March 12, 2012) may follow the 2010 ADA Standards:

**403.5.1** Clear Width. Except as provided in 403.5.2 and 403.5.3, the clear width of walking surfaces shall be 36 inches (915 mm) minimum.

These are minimum standards for pedestrian accessibility that must be provided. Initially, staff will seek to at least match existing sidewalk width. When retrofitting or replacing existing sidewalks, staff works to balance providing a standard minimum sidewalk width of six (6) feet where the existing sidewalk width is typically less than six feet; impacts and opportunities to protect trees; and meet ADA standards.

In areas where the sidewalk width has been reduced around a tree, the section will be evaluated to see if it meets the minimum ADA standard described above. If the tree needs to be removed (due to tree health or location), then the replaced sidewalk will match the width of the adjacent sidewalk segments. As this program develops, staff intends to develop better guidance and direction on how to manage specific circumstances.

**Sidewalk Prioritization Plan Update**

The Sidewalk Prioritization Plan was developed on the best available data at the time, which was 2015 and 2016 data. The safety and demographic data utilized in the plan development is periodically updated. As a result, there is an on-going need to review and update this data in the Sidewalk Prioritization Plan. As staff is still in the early phases of implementing 2018 Voter Approved New Sidewalk Program, the 12 projects in the ballot measure will be the first area of focus before adding additional routes based on the current or an updated prioritization plan.

In response to Council questions and requests for a Sidewalk Prioritization Plan, staff prepared a memo in May 2021 (Attachment C) which expressed staff's commitment to refresh the data and scoring in 2023. This refresh would utilize the same criteria of Safety, Equity, Proximity and Connectivity but will refresh the data for these criteria. The results of this reprioritization could be used to identify future allocation of the Sales and Use Tax after the initial 12 sidewalk projects are completed.

The Transportation Master Plan (TMP) currently being drafted is scheduled for adoption in 2022. The current prioritization criteria and results was an early work item of the 2022 TMP effort. A review of the criteria for prioritization will be conducted with the next update to the TMP in 2031. This would allow additional outreach and feedback from the community in determining criteria and priorities.

**COUNCIL GOAL(S) ADDRESSED**

The sidewalk programs support City Council Goal No. 2: Continue to deliver highly valued public service through management of the City's infrastructure and stewardship of the natural environment.

**RESOURCE/FINANCIAL IMPACT**

There is no resource or financial impact associated with tonight's discussion. The voter approved new sidewalk program and sidewalk rehabilitation program are both currently

funded by bonds with Sales and Use Tax and Vehicle License Fees providing the revenue for the respective programs.

### **RECOMMENDATION**

No action is required; this item allows staff to update the Council on the development and implementation of the new sidewalk and sidewalk rehabilitation programs and provides Council an opportunity to ask questions or seek clarifications from staff

### **ATTACHMENTS**

- Attachment A: New Sidewalk Implementation Plan Final Report, including Concept Plans for Voter Approved Sidewalk Projects
- Attachment B: Voter Approved Sidewalk Program Financial Implementation Plan
- Attachment C: Sidewalk Prioritization Plan Update Memo (May 2021)

2018 VOTER-APPROVED  
**SIDEWALKS**  
Program



# New Sidewalk Implementation Plan

December 13, 2021 | Final Report







# New Sidewalk Implementation Plan

December 13, 2021

Prepared for:

Laura Reiter, PE  
City of Shoreline  
17500 Midvale Avenue North  
Shoreline, WA 98133

Subconsultants:

Nathan Anderson, PE  
KPFF Consulting Engineers  
1601 Fifth Avenue, Suite 1600  
Seattle, WA 98101



# Table of Contents

- 1. Background and Introduction .....1**
- 2. Policy Documents .....2**
- 3. Preliminary Design .....3**
  - Design Assumptions and Background Information.....3
- 4. Site Summaries .....4**
  - Project No. 4 .....4
  - Project No. 21 .....5
  - Project No. 34 .....6
  - Project No. 35B .....7
  - Project No. 40 .....8
  - Project No. 48 .....10
  - Project No. 57 .....11
  - Project No. 73 .....12
  - Project No. 74 .....13
  - Project No. 98 .....15
- 5. Project Criteria and Scoring .....16**
  - Opportunity to Bundle Projects .....16
  - Redevelopment Potential.....16
  - Grant Potential .....16
  - Project Simplicity (Level of effort) .....16
  - Priority Scores.....16
  - Potential Construction Timeline .....17

## List of Figures

- Figure 1-1: Project Map .....2
- Figure 5-1: Project Implementation Schedule .....18
- Figure 5-2: Estimated Project Costs per Year.....18

## List of Tables

- Table 1-1: Project List .....1
- Table 5-1: Project Scoring .....17

## Appendices

- Appendix A – Preliminary Drawings
- Appendix B – Preliminary Cost Estimates

This page intentionally left blank.

# 1. Background and Introduction

In March 2017, the City of Shoreline began a year-long process to create a Sidewalk Prioritization Plan as directed by Council. As part of that work, the City created a Sidewalk Advisory Council in June 2017 to develop a data-driven system for prioritizing sidewalk projects. This work resulted in the “2018 Sidewalk Prioritization Plan”. In November 2018, residents approved a ballot measure to help fund 12 new priority sidewalk projects. Two of the priority sidewalk projects are under construction in 2021 (1st Avenue and 5th Avenue). The remaining 10 projects are included in this implementation plan and are listed in Table 1-1 and shown on the map in Figure 1-1.

**Table 1-1: Project List**

Project #	Location	Limits
4	20th Ave NW	Saltwater Park to NW 195th Street
21	8th Ave NW	Sunset Park to Richmond Beach Road
34	Dayton Ave N	N 178th Lane to N Richmond Beach Road
35b	Dayton Ave N	N 155th Street to N 160th Street
40	Westminster Way N	N 145th Street to N 153rd Street
48	Linden Ave N	N 175th Street to N 185th Street
57	Meridian Ave N	N 194th Street to N 205th Street
73	19th Ave NE	NE 196th Street to 244th Street SW
74	Ballinger Way NE	19th Avenue NE to 25th Avenue NE
98	15th Ave NE	NE 150th Street to NE 160th Street

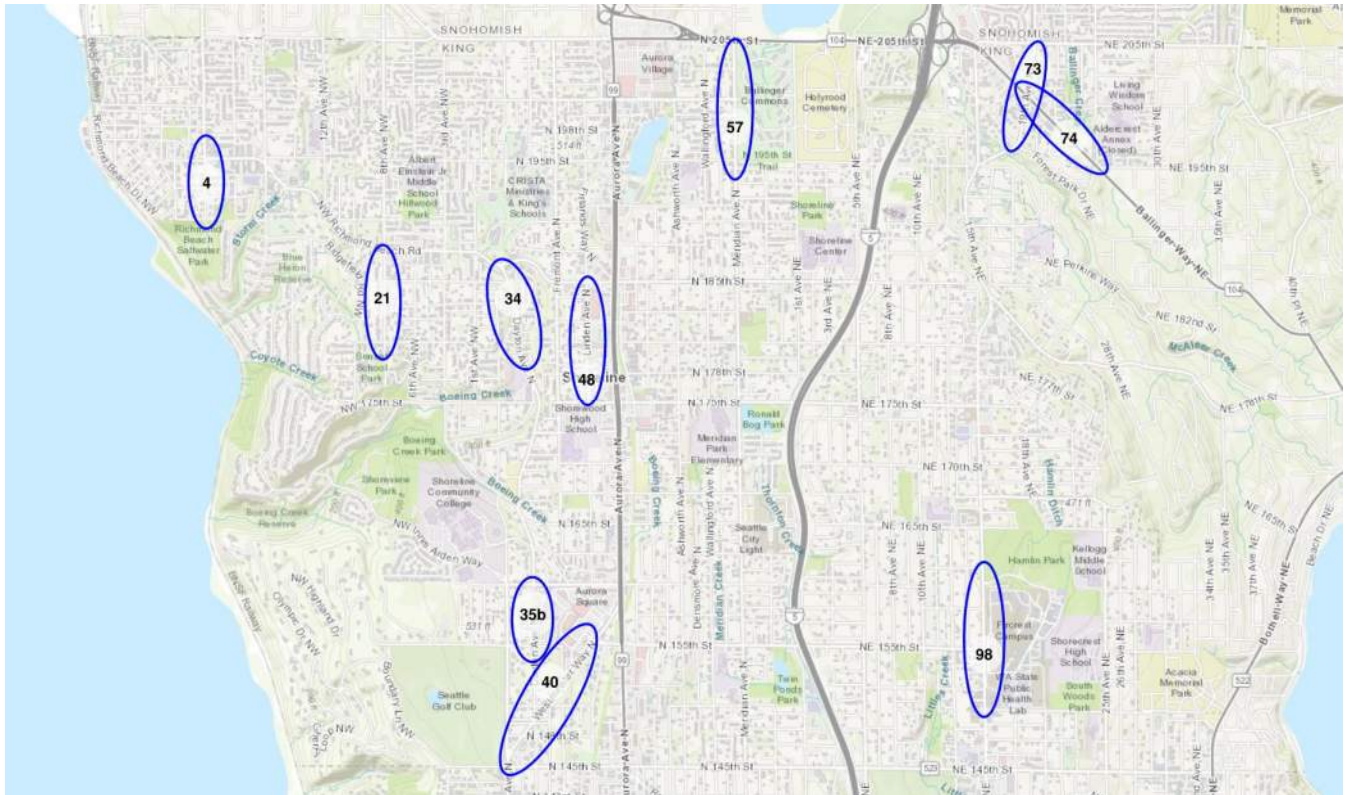


Figure 1-1: Project Map

This Shoreline “New Sidewalk Implementation Plan” (the “Implementation Plan”) represents the next step in completing the 2018 voter approved sidewalk program. The scope of the “Implementation Plan” includes:

- Preliminary design and cost estimates for the 10 remaining sidewalk projects.
- Creation of scoring criteria and evaluation of projects to determine preferred implementation order.
- Develop a timeline for design and construction.

## 2. Policy Documents

The following City of Shoreline policy documents supported the advancement of this project:

- The “2018 Sidewalk Prioritization Plan” adopted by Council is the City’s roadmap for prioritizing the construction of a continuous, citywide sidewalk network.
- “Pedestrian System Plan” is part of the City’s *2011 Transportation Master Plan* and identifies new sidewalks along key arterials in order to provide pedestrian access from neighborhoods to city activities, schools, and other destinations.
- “ADA Transition Plan” is an ongoing survey of existing sidewalk conditions in an effort to guide sidewalk repairs to ensure safety and accessibility for all users.
- “Engineering Development Manual” is a supplement to the *Shoreline Municipal Code* and includes guidelines and standard plans for sidewalk and roadway design.

### 3. Preliminary Design

The City provided the design team with basic typical section widths for each project site. This information included the desired sidewalk location (side of the street), bicycle accommodation, amenity zones, and other site-specific considerations. The design team used this information to create draft figures showing the City's desired facilities, and assess significant impacts and challenges such as impacts to right-of-way (ROW), utilities, trees, and the need for retaining walls. The City and design team then held a design charrette to walk through each concept and discuss the challenges, costs, and identify needed design refinements.. The resulting preliminary design figures are included in Appendix A. Each project is discussed in more detail below.

#### **DESIGN ASSUMPTIONS AND BACKGROUND INFORMATION**

- A topographic survey of the existing site features was not performed. The preliminary design used GIS files provided by the City that showed approximate edges of pavement, ROW, trees, contours, and utility poles. Additional information was collected from aerial photography, field observations, and online mapping sources.
- The typical sections, including widths of travel lanes, bicycle lanes, amenity zones, and sidewalks were determined with close coordination and direction from City staff. The final design team may identify justifiable reasons to alter the typical sections and should coordinate changes with the City.
- Approximate wall locations and heights are shown in the preliminary design figures. These were based on 2-foot contours provided by the City, field observations, and conservative engineering judgement. Actual site conditions may require changes to the size and locations of walls.
- The City promotes the use of permeable sidewalk and other LID stormwater solutions. A geotechnical investigation was not conducted as part of this study, but permeable sidewalk was included in the cost estimates for all projects. A geotechnical investigation should be included in the final design phase to determine the feasibility of infiltration at each site.
- Paving limits are not shown on the preliminary design figures, but for costs purposes it was assumed that 2 feet of full depth pavement will be needed along all new curb lines. The Hot Mix Asphalt (HMA) area was increased by 20% to cover the potential of additional paving that may be needed.

## 4. Site Summaries

### PROJECT NO. 4

**Location:** 20th Avenue NW (Saltwater Park to NW 195th Street)

**Project Length:** 1,330 feet

**Project Cost Estimate:** Alternative A - \$ 1,312,000  
Alternative B - \$ 502,000

**Project Description:** A new shared-use path along 20th Avenue NW is proposed on the west side of 20th Avenue NW between NW 190th Street and NW 195th Street. The existing pavement section has an approximate width of 25 feet. Street parking on the west side will need to be removed for the new path and the roadway will be re-stripped to provide two 10' travel lanes and a minimal east side shoulder. The new shared-use path will be constructed per one of the following alternatives:

- **Alternative A** – New concrete curb and gutter with adjacent concrete sidewalk
- **Alternative B** – Asphalt path adjacent to the existing roadway with an extruded curb separating the walkway from vehicle travel lanes.

#### Proposed Section:

- Two 10-foot travel lanes
- 10-foot shared-use path or sidewalk on the west side of road

#### Potential Final Design Challenges:

##### Utilities

There are utility poles carrying overhead power distribution lines along the west edge of pavement that will need to be relocated to the back of sidewalk for completion of this work.

##### Trees

There are several mature trees near the ROW, along the back of the proposed sidewalk. An arborist should be consulted in final design to assess if these trees can be saved by avoiding/minimizing impacts to the critical root zone.

##### ROW

No ROW impacts are anticipated in this project.

##### Transit

No impacts to existing transit routes are anticipated in this project.

##### Stormwater

There is currently no existing stormwater infrastructure on 20th Avenue NW, however stormwater facilities will be required for the proposed construction. The concept-level designs propose approximately 12,900 square feet of new sidewalk. It is anticipated that this work will trigger flow control and water quality stormwater mitigation, and the need for additional catch basins and stormwater conveyance. A geotechnical investigation



should be completed to determine the feasibility of infiltration within the project site, and the use of permeable sidewalk and other infiltration Best Management Practices (BMPs) should be explored and implemented to extent feasible.

The City currently has plans to construct an infiltration gallery within the project limits, on the east side of 20th Avenue NW. Combining these projects into one construction contract should be explored.

#### General

The topography on Site No. 4 is generally flat along the back of proposed sidewalk. The concept-level design and site analysis do not anticipate a need for walls; however, thickened edge sidewalk may be needed if slopes cannot be kept within the ROW.

### **PROJECT NO. 21**

**Location:** 8th Avenue NW (NW 180th Street to NW Richmond Beach Road)

**Project Length:** 1,950 feet

**Project Cost Estimate:** \$ 1,948,000

**Project Description:** A new sidewalk and amenity strip is proposed on the east side, and bike lanes in both directions are proposed on 8th Avenue NW between NW 180th Street to NW Richmond Beach Road. The existing pavement section has an average width of approximately 30 feet. It is anticipated that pavement widening will be needed on the west side to accommodate the southbound bike lane.

#### **Proposed Section:**

- Two 10-foot travel lanes
- Two 5-foot bike lanes
- 5-foot amenity strip (east side of road)
- 6-foot sidewalk (east side of road)

#### **Potential Final Design Challenges:**

##### Utilities

There are no apparent utility pole impacts anticipated in this project. Further investigation is needed to determine the location of subsurface utilities, and potential impacts from proposed storm facilities.

##### Trees

There are mature trees within the City ROW, along the back of the proposed sidewalk. The preliminary drawings show potential areas where elimination of proposed amenity strip is recommended to mitigate significant tree impacts.

##### ROW

There are no ROW impacts anticipated in this project.

##### Transit

No impacts to existing transit routes are anticipated in this project.

Stormwater

There is an existing trunk line with catch basins collecting runoff along the east side of 8th Avenue NW. This line flows north until it meets a trunk line in NW Richmond Beach Road. There is currently no stormwater system along the west side of 8th Avenue NW south of NW 185th Street. Methods for stormwater catchment, conveyance, or infiltration will need to be further investigated in design. There are catch basins and cross-connections along 8th Avenue NW north of NW 185th Street, which may need to be relocated to accommodate proposed curblines.

The preliminary design propose approximately 13,000 square feet of new sidewalk. It is anticipated that this work will trigger flow control and water quality stormwater mitigation, and the need for additional catch basins and storm pipes. A geotechnical investigation should be completed to determine the feasibility of infiltration within the project site, and the use of permeable sidewalk and other infiltration BMPs should be explored.

General

There is a major intersection at the north end of the project site, where 8th Avenue NW intersects NW Richmond Beach Road; no modifications are proposed for this intersection. A bicycle ramp shall be provided for the northbound movement to allow bicycles to access a multi-use path.

The topography at this location is generally flat along the back of proposed sidewalk. The concept-level designs and site analysis do not anticipate a need for walls; however, thickened edge sidewalk or curb walls may be needed if slopes cannot be kept within the ROW.

**PROJECT NO. 34**

**Location:** Dayton Avenue N (North 178th Lane to North Richmond Beach Road)

**Project Length:** 2,360 feet

**Project Cost Estimate:** \$ 4,619,000

**Project Description:** A new shared-use path along the west side and a new sidewalk along the east side are proposed on Dayton Avenue N between just north of N 178<sup>th</sup> Lane to North Richmond Beach Road. The existing pavement section has an approximate width of 32 feet. Street parking and shoulders on both sides of Dayton Avenue N will need to be eliminated to make space for the shared-use path and sidewalk.

**Proposed Section:**

- Two 11-foot travel lanes
- 12-foot shared-use path (west)
- 6-foot sidewalk (east)

**Potential Final Design Challenges:**Utilities

There are utility poles along the east and west edges of pavement that will need to be relocated to the ROW line for completion of the work. Further investigation is needed to determine the location of subsurface utilities, and potential impacts from proposed storm facilities.

Trees

There are several mature trees within the City ROW, on both sides of the road. Design options should be considered to minimize impacts to trees, if feasible.

ROW

No ROW impacts are anticipated in this project.

Transit

There are two King County Metro bus routes, Nos. 304 and 331, that run north and south along Dayton Avenue N to service four stops within the project corridor. Construction of this project will impact bus service and bus stop facilities. Coordination with King County Metro will be needed.

Stormwater

There is an existing trunk line with limited catch basin collection along the west side of Dayton Avenue N, which flows south until crossing the Saint Luke Church and School parcel into Boeing Creek. There is currently no stormwater catchment or conveyance along the east side. Catch basins will be recommended on both sides to accommodate the new curb lines.

The preliminary design proposes approximately 32,000 square feet of new sidewalk. It is anticipated that this project will trigger flow control and water quality mitigation, and the need for additional stormwater catch basins and stormwater conveyance. A geotechnical investigation should be completed to determine the feasibility of infiltration within the project site, and the use of permeable sidewalk and other infiltration BMPs should be explored.

General

There is one major intersection at the north end of the site at Dayton Avenue N and North Richmond Beach Road. Improvements will be designed to avoid reconfiguration of the crosswalks, signals, and channelization of this intersection. Modifications to this intersection for pedestrian safety improvements may be part of a future project.

The topography of the site is generally slopes upward on west side and downward on east. There will be a significant need for cut and fill walls, potentially up to 10-feet in height.

There will be several driveway impacts for construction of proposed sidewalk on this site. Design of driveway profiles will be challenging due to steep grades and close proximity of houses.

**PROJECT NO. 35B**

**Location:** Dayton Avenue N (North 155th Street to North 160th Street)

**Project Length:** 1,330 feet

**Project Cost Estimate:** \$ 1,339,000

**Project Description:** A new sidewalk is proposed along the west side of Dayton Avenue N between North 155th Street and North 160th Street. The existing roadway section and channelization will be maintained.

**Proposed Section:**

- Maintain existing channelization

- 8-foot sidewalk (west)

### **Potential Final Design Challenges:**

#### Utilities

There are utility poles carrying overhead power distribution lines along the west edge of pavement that will need to be relocated closer to the ROW for completion of this work.

The survey shown in WSDOT's "Region Headquarters (RHQ) Building Renovation Plans" indicates underground gas, sewer, and water along the west side of Dayton Avenue N that will need to be verified in the design phase of this project.

#### Trees

There are several mature trees within the City ROW, along the back of the proposed sidewalk. The preliminary design was laid out to minimize tree impacts, but care should be taken during final design to avoid impacts to trees and their root systems, if possible.

#### ROW

No ROW impacts are anticipated in this project.

#### Transit

There are three King County Metro bus routes, Nos. 5, 304, and 345, and two bus stops, which run north and south along Dayton Avenue N within the project limits. Final design of the bus stops and impacts to bus service during construction will need to be coordinated with King County Metro.

#### Stormwater

There is currently no stormwater infrastructure on Dayton Avenue N. Dayton Avenue N roadway grade slopes from North 155th Street toward North 160th Street, where there is an existing stormwater trunk line. Catch basins and storm pipes will be required for this project in order to convey runoff to the existing trunkline in North 160th Street.

The preliminary designs propose approximately 10,200 square feet of new sidewalk. It is anticipated that this work will trigger flow control and water quality stormwater mitigation, and the need for additional catch basins and storm pipes. A geotechnical investigation should be completed to determine the feasibility of infiltration within the project site, and the use of permeable sidewalk and other infiltration BMPs should be explored.

#### General

The topography of the site generally slopes upward from the edge of pavement to the west. The concept-level design proposes a combination of curb wall, thickened edge sidewalk, and walls up to three feet in height.

## **PROJECT NO. 40**

**Location:** Westminster Way N (North 145th Street to North 153rd Street)

**Project Length:** 2,740 feet

**Project Cost Estimate:** \$ 4,210,000

**Project Description:** Construction of a new shared-use path on the west side of Westminster Way N between North 145th Street and North 153rd Street. In addition, the project will realign the intersection of

Greenwood Avenue N to provide additional pedestrian space and shorten the crosswalk length as shown in the concept figure. The intersection should be designed to accommodate the 60-foot King County Metro articulated bus.

This project may be extended north in the future, to connect the shared use path at the North 155th Street intersection.

**Proposed Section:**

- Maintain existing channelization
- 10- to 12-foot shared-use path (west)

**Potential Final Design Challenges:**

Utilities

There are utility poles along the west side of the road that will need to be relocated for completion of this work. There is limited space available between the back of the new path and ROW line. The poles may need to be moved to the east side or undergrounded. Further investigation is needed to determine the location of subsurface utilities, and potential impacts from proposed storm facilities.

Signal poles and pedestrian push buttons at the N 145<sup>th</sup> Street and Dayton Avenue N intersections will likely need to be relocated.

Trees

There are several mature trees within the City ROW, along the back of the proposed sidewalk. The preliminary design was laid out to minimize tree impacts, but care should be taken during final design to avoid impacts to trees and their root systems, if possible.

ROW

Permanent ROW acquisition is anticipated for the construction of retaining walls behind the shared-use path proposed on the northwest side of Westminster Way N, between North 148th Street and North 149th Street. The preliminary design proposes to reduce the shared-use path from a 12-foot width to a 10-foot width along this segment to minimize the potential acquisition need. The preliminary design estimates that approximately 1,460 square feet of acquisition may be needed for construction of the project.

Transit

No impacts to existing transit routes are anticipated in this project.

Stormwater

There are existing trunk lines and associated collection along both sides of Westminster Way N. Southwest of North 148th Street, stormwater drains to a discharge on the west side of Greenwood Avenue N. And northeast of North 148th Street, stormwater drains north to an outfall on North 160th Street. Additional catch basins and conveyance pipes may be needed to order to accommodate the new curb line proposed along the west side of Westminster Way N.

The preliminary design proposes approximately 30,900 square feet of new hard surface. It is anticipated that this work will trigger flow control and water quality stormwater mitigation. A geotechnical investigation should

be completed to determine the feasibility of infiltration within the project site, and the use of permeable sidewalk and other infiltration BMPs should be explored.

General

There are steep slopes and existing walls that run along the west side of the road in some locations. It is anticipated that walls up to 6' in height may be needed near the north end of the project.

**PROJECT NO. 48**

**Location:** Linden Avenue N (North 175th Street to North 185th Street)

**Project Length:** 2,650 feet

**Project Cost Estimate:** \$ 2,540,000

**Project Description:** Construction of a new sidewalk with amenity strip is proposed on the west side of Linden Avenue N between North 175th Street and North 185th Street. The existing pavement section has an approximate width of 23 feet. The project will also include pavement widening and rechannelization to maintain on-street parking on the west side of the road.

**Proposed Section:**

- Two 10-foot travel lanes
- One 7-foot parking area (west)
- 5-foot amenity strip (west)
- 6-foot sidewalk (west)

**Potential Final Design Challenges:**

Utilities

There are no anticipated impacts to utility poles on the corridor. Further investigation is needed to determine the location of subsurface utilities, and potential impacts from proposed storm facilities.

Trees

There are several sections of trees that may be impacted by this project as shown on the concept plan. New street trees in the proposed amenity strip should be considered during final design.

ROW

No impacts to ROW are anticipated in this project.

Transit

No impacts to existing transit routes are anticipated in this project.

Stormwater

There are two conveyance systems on Linden Avenue N. The systems leave the site at N 179<sup>th</sup> Street and south of N 178<sup>th</sup> Street, and ultimately flow west to a trunkline on Fremont Ave N. New catch basins and pipes that tie-into these systems will likely be needed to accommodate the new curbline on the west side of Linden Ave N.

The preliminary design proposes approximately 16,000 square feet of new hard surfaces. It is anticipated that this work will trigger flow control and water quality stormwater mitigation. A geotechnical investigation should be completed to determine the feasibility of infiltration within the project site and the use of permeable sidewalk and other infiltration BMPs should be explored.

## General

The topography on Site No. 48 is generally flat with a slight downward slope on the west side. Thickened edge sidewalk or small fill walls will likely be needed at some locations.

## **PROJECT NO. 57**

**Location:** Meridian Avenue N (North 194th Street to North 205th Street)

**Project Length:** 2,810 feet

**Project Cost Estimate:** \$ 3,432,000

**Project Description:** New sidewalk on the east side of Meridian Avenue N from North 195th Street to North 205th Street. In addition, the existing two-way left turn lane will be eliminated and the roadway will be rechannelized with narrower travel lanes and buffered bike lanes. The existing pavement section has an approximate width of 40 feet.

### **Proposed Section:**

- Two 11-foot travel lanes
- Two 5-foot bike lanes with two-foot buffers
- 6-foot sidewalk (east)

### **Potential Final Design Challenges:**

#### Utilities

There are utility poles on the east side of the road that will be impacted by this project and will need to be relocated to the back of the new sidewalk. Further investigation is needed to determine the location of subsurface utilities, and potential impacts from proposed storm facilities

#### Trees

Tree impacts on the east side of the project are likely, care should be taken during the final design to minimize impacts to mature trees and their root systems.

#### ROW

Permanent ROW acquisition is anticipated for the construction of walls behind the proposed sidewalk on the east side of Meridian Avenue N, north of North 199th Street. The preliminary design anticipates approximately 11,000 square feet of acquisition from the adjacent property owned by King County Housing Authority.

#### Transit

There are two bus routes that will be impacted by this work. The King County Metro route No. 331 and Community Transit route No. 130 share six stops along this corridor. The design of these bus stops and impacts to service during construction will need to be coordinated with the respective transit agencies.

Community Transit has future plans to route the Swift Blue Line on Meridian between N185th Street and N 200<sup>th</sup> Street to access the Shoreline North light rail station, however there will be no stops on Meridian.

Stormwater

There is an existing trunk line on the east side of Meridian Avenue N that flows north, turns east at N 205<sup>th</sup> Street, and discharges into a detention pond at the north end of the King County Housing Authority Parcel. New catch basins and pipes will likely be needed at the new curblines on the east side and connect to the existing trunkline. An evaluation of pipe capacity in the existing system and effects to the detention pond will be needed.

The preliminary design proposes approximately 18,000 square feet of new hard surface. It is anticipated that this work will trigger flow control and water quality stormwater mitigation. A geotechnical investigation should be completed to determine the feasibility of infiltration within the project site and the use of permeable sidewalk and other infiltration BMPs should be explored.

General

At the intersection with North 205<sup>th</sup> Street, a bicycle ramp should be provided to allow riders to use the sidewalk and crosswalks. New sidewalk in this area should have a 10-foot minimum width.

The topography of the site is generally sloped behind the east edge of the existing roadway. The preliminary design identified the need for several walls up to seven feet in height and thickened edges to support the new sidewalk.

The concept-level design proposes uninterrupted bike lanes at the outside edges of northbound and southbound traffic until the intersection at North 205<sup>th</sup> Street. The additional 14-foot width requires significant widening at intersections. Subsequent design may consider alternative bike lane treatments at intersections in order to mitigate wall and property acquisition costs.

**PROJECT NO. 73**

**Location:** 19th Avenue NE (NE 196<sup>th</sup> Street to 244th Street SW)

**Project Length:** 2,210 feet

**Project Cost Estimate:** \$ 2,037,000

**Project Description:** Construction of sidewalk segments to replace and/or fill gaps on the west side of 19th Avenue NE from Forest Park Drive to 244th Street. The new sidewalk will be located adjacent to the existing edge of pavement; changes to the roadway channelization are not anticipated.

**Proposed Section:**

- 6- to 8-foot sidewalk (west)
- Maintain existing channelization

**Potential Final Design Challenges:**

Utilities



There are utility poles on the west side of the road that will be impacted by this project and will need to be relocated to the back of the new sidewalk. Further investigation is needed to determine the location of subsurface utilities, and potential impacts from proposed storm facilities

#### Trees

There are several mature trees within the City ROW along the back of the proposed sidewalk. The preliminary design was laid out to minimize tree impacts, but care should be taken during final design to avoid impacts to trees and their root systems, if possible.

#### ROW

Temporary construction easements may be needed for connection of proposed sidewalk to existing walkways and for driveway reconstruction.

#### Transit

No impacts to existing transit routes are anticipated in this project.

#### Stormwater

There are existing trunk lines on either side of 19th Avenue NE. Storm drainage north of Ballinger Way NE drains to a trunk line on Ballinger Way NE; storm drainage south of Ballinger Way NE drains to McAleer Creek, south of the site. Catch basins and pipes may need to be modified in areas where new curblines are proposed.

The preliminary designs propose approximately 14,200 square feet of new sidewalk. It is anticipated that this work will trigger flow control and water quality stormwater mitigation, and the need for additional catch basins and storm pipes. A geotechnical investigation should be completed to determine the feasibility of infiltration within the project site and the use of permeable sidewalk and other infiltration BMPs should be explored.

#### General

The intent of this project is to avoid major impacts to the signal system at 19th Avenue NE and Ballinger Way NE. However, new curb returns and ramps are proposed at the intersection and may require modifications to the pedestrian push buttons and signal heads to make them ADA compliant. Ballinger Way NE (SR 104) is managed by WSDOT and the proposed changes will require coordination.

The terrain in this area is relatively flat; however, there is a steep slope and rockery north of NE 199th Street that may require replacement with a new wall.

The City prefers this project is packaged with Site 74, Ballinger Way North.

### **PROJECT NO. 74**

**Location:** Ballinger Way NE (19th Avenue NE to 25th Avenue NE)

**Project Length:** 2,200 feet

**Project Cost Estimate:** \$ 4,088,000

**Project Description:** Construction of a multi-use path is proposed on the west side of Ballinger Way NE with amenity strip where there is sufficient ROW. The existing channelization will be maintained; however, the proposed curb line will be shifted into the existing roadway at some locations in order to keep the path within the ROW. The existing pavement section width is approximately 46 feet.

**Proposed Section:**

- 12-foot multi-use path (south)
- Maintain existing channelization

**Potential Final Design Challenges:**Utilities

There are power poles on the west side of the road carrying Seattle City Light (SCL) transmission lines. At the north end of the project, near 19th Avenue NE, the poles are near the ROW and may avoid impacts from the new shared-use trail. At the south end of the project, between 23rd Avenue NE and 25th Avenue NE, poles are closer to the road and will need to be relocated. Further investigation is needed to determine the location of subsurface utilities, and potential impacts from proposed storm facilities

Trees

There are significant trees that will be impacted by this work. The preliminary design was laid out to minimize tree impacts, but care should be taken during final design to avoid impacts to trees and their root systems, if possible.

ROW

The proposed multi-use path crosses over the ROW line at three parcels between 19th Avenue NE and 23rd Avenue NE. Consider reducing the path width to 10 feet in these areas to minimize ROW acquisition.

Permanent ROW acquisition is anticipated for the construction of walls behind the shared-use path on the south side of Ballinger Way NE on either side of 23rd Avenue NE. The preliminary design anticipates the need of approximately 1,960 square feet of acquisition for construction of this project.

Transit

There are two King County Metro bus routes, Nos. 331 and 342, that run on the corridor and two southbound bus stops that will be affected by the project. Final design of the bus stops and impacts to bus service during construction will need to be coordinated with King County Metro.

Stormwater

There are existing trunk lines on either side of Ballinger Way NE. West of 23rd Avenue NE, stormwater discharges to Ballinger Creek; east of 23rd Avenue NE, stormwater drains into a conveyance system at 25th Avenue NE. Catch basins and pipes may need to be modified in areas where new curblines are proposed.

The preliminary design propose approximately 25,300 square feet of new sidewalk. It is anticipated that this work will trigger flow control and water quality stormwater mitigation. A geotechnical investigation should be completed to determine the feasibility of infiltration within the project site and the use of permeable sidewalk and other infiltration BMPs should be explored.

General

Ballinger Way NE (SR 104) is managed by WSDOT and the proposed improvements will require coordination. The project will avoid major impacts to the signal system at 19th Avenue NE and Ballinger Way NE. However, new curb returns and ramps are proposed at the intersection and may require modifications to the pedestrian push buttons and signal heads to make them ADA compliant.

There are steep slopes on the west side of the road between 23rd Avenue NE and 25th Avenue NE and cut walls will be needed at the back of the shared-use path. A geotechnical investigation and structural assessment should be made to determine the best wall type options for this location. The proximity of the ROW to the back of new path and the potential for permanent wall easements should be taken into consideration when selecting the wall type.

The City prefers that this project is packaged with Project No. 73, 19th Avenue NE.

## **PROJECT NO. 98**

**Location:** 15th Avenue NE (north of NE 150th Street to NE 160th Street)

**Project Length:** 2,730 feet

**Project Cost Estimate:** \$ 5,140,000

**Project Description:** Construction of a sidewalk is proposed on the east side of 15th Avenue NE in addition to rechannelization of the existing pavement markings to add northbound and southbound bike lanes between NE 150th Street and NE 160th Street. The sidewalk will be located at the existing edge of pavement; however, there is an option to route a segment of the sidewalk further east onto Fircrest State Hospital property to reduce tree removals. The existing pavement section is approximately 44 feet.

### **Proposed Section:**

- Maintain existing channelization
- 8-foot sidewalk (east side)

### **Potential Final Design Challenges:**

#### Utilities

Power poles are located on the east side of the road and will be impacted by the sidewalk construction. Coordination with SCL will be needed to relocate the poles to the back of the new sidewalk. Further investigation is needed to determine the location of subsurface utilities, and potential impacts from proposed storm facilities

#### Trees

The proposed sidewalk will likely impact a significant number of trees within City ROW. The final design should investigate ways to minimize impacts to these trees and their root systems. An arborist assessment of potentially affected trees is recommended to inform the final layout of the sidewalk.

#### ROW

Permanent ROW acquisition is anticipated for the construction of walls behind the sidewalk proposed on the east side of 15th Avenue NE, for the full length of the project. However, due to the likelihood of development on this corridor, potential ROW acquisition costs have not been included in the project cost.

#### Transit

There are four King County Metro Bus routes, 330 and 348, that run on the corridor and four bus stops that will be affected by the project. Final design of the bus stops and impacts to bus service during construction will need to be coordinated with King County Metro.

Stormwater

There is an existing trunk line on the east side of 15th Avenue NE that may be impacted by the proposed curblines. The trunkline carries stormwater south to NE 145th Street.

The preliminary design propose approximately 25,000 square feet of new sidewalk. It is anticipated that this work will trigger flow control and water quality stormwater mitigation, and the need for additional catch basins and storm pipes. A geotechnical investigation should be completed to determine the feasibility of infiltration within the project site and the use of permeable sidewalk and other infiltration BMPs should be explored.

General

Several existing rock walls and steep slopes exist on the east side of the road and new walls will be required at the back of the proposed sidewalk.

## 5. Project Criteria and Scoring

The City has developed the scoring criteria listed below that focuses on maximizing outside funding opportunities and incorporating priorities from the “Sidewalk Prioritization Plan”. The Projects were then evaluated and scored to create a recommended order of implementation.

### **OPPORTUNITY TO BUNDLE PROJECTS**

Bundling sidewalk projects with other City capital improvement projects will minimize disruption to nearby residents by reducing the length of construction. A sidewalk project will be moved earlier in the timeline if it can be bundled with another City project planned for near-term completion including other sidewalk projects.

### **REDEVELOPMENT POTENTIAL**

Sidewalk projects that are located adjacent to parcels likely to get redeveloped will be pushed to later in the timeline due to the benefit/potential of developers building sidewalk for the City along their frontage.

### **GRANT POTENTIAL**

If a project has potential for grant funding, it will be pushed to later in the timeline to allow time for grant procurement.

### **PROJECT SIMPLICITY (LEVEL OF EFFORT)**

Projects with shorter estimated construction lengths and relatively simple design and permitting will score higher and be moved earlier in the timeline to facilitate quicker delivery of the project program.

### **PRIORITY SCORES**

Project with a higher priority scoring from the “2018 Sidewalk Prioritization Plan” will score higher and be moved earlier in the timeline.

**Table 5-1: Project Scoring**

Implementation Criteria								
Project #	Street	Opportunity to Bundle Projects [+1]	Existing Sidewalk on One Side [-1]	Redevelopment Potential [-1-2]	Grant Potential [-1]	Level of Effort [+0-2]	Priority Scores [+0-2]	Total
4	20th Ave NW	1				2	0	3
21	8th Ave NW					1	0	1
34	Dayton Ave					0	2	2
35b	Dayton Ave		-1			1	1	1
40	Westminster	1				0	1	2
48	Linden			-1	-1	1	2	1
57	Meridian		-1			0	2	1
73	19th Ave NE	1		-1		1	1	2
74	Ballinger Way	1				0	1	2
98	15th Ave NE		-1	-2		1	2	0

**Criteria Notes:****1. Opportunity to bundle projects**

- Surface water partnership
- Traffic / Intersection improvements
- Ability to bundle two sidewalk projects

**2. Less weight to sidewalks with one side already built**

- Channelization project (Meridian) would benefit from a delay

**3. Redevelopment potential**

- Weighted 15th ave higher because of the large benefit of getting parts of these built for the city

**4. Grant Potential**

- Safe routes to school potential

**5. Project simplicity / level of effort**

- 2 = less than 100 estimated working days for construction
- 1 = between 100 and 160 working days (larger projects with no major walls)
- 0 = more than 160 working days

**6. Priority scores (from prioritization plan)**

- 2 = over 16 in original priority scoring
- 1 = between 14 and 16
- 0 = less than 14

**POTENTIAL CONSTRUCTION TIMELINE**

Based on the scoring results, the timeline in Table 5-1 below has been developed to approximate the design and construction schedules for each project. This timeline is based on best available information on existing conditions at each site, and may require adjustments as the implementation progresses. Table 5-2 shows a projection of the estimated yearly program costs for design, ROW acquisition, temporary construction easements, and construction.

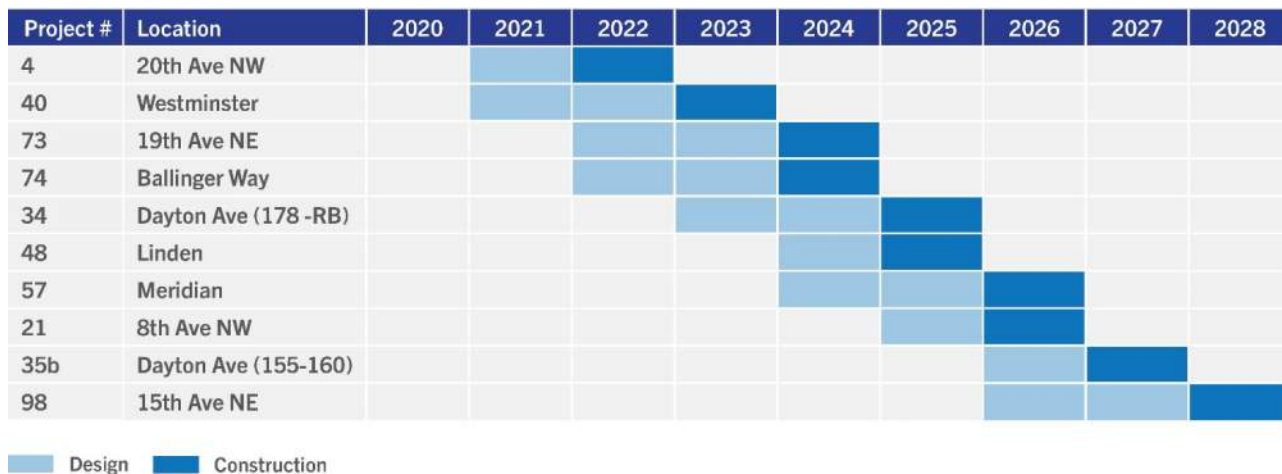


Figure 5-1: Project Implementation Schedule

Project #	Location	2020	2021	2022	2023	2024	2025	2026	2027	2028
4	20th Ave NW		\$202,000	\$1,110,000						
40	Westminster		\$369,000	\$369,000	\$3,474,000					
73	19th Ave NE			\$157,000	\$157,000	\$1,724,000				
74	Ballinger Way			\$374,000	\$374,000	\$3,341,000				
34	Dayton Ave (178-RB)				\$356,000	\$356,000	\$3,909,000			
48	Linden					\$391,000	\$2,150,000			
57	Meridian					\$561,000	\$561,000	\$2,312,000		
21	8th Ave NW						\$300,000	\$1,649,000		
35b	Dayton Ave (155-160)							\$206,000	\$1,133,000	
98	15th Ave NE							\$396,000	\$396,000	\$4,350,000
	Annual Design, TCE, & ROW Cost		\$571,000	\$900,000	\$887,000	\$1,308,000	\$861,000	\$602,000	\$396,000	
	Annual Construction Cost			\$1,110,000	\$3,474,000	\$5,065,000	\$6,059,000	\$3,961,000	\$1,133,000	\$4,350,000
	Escalation (2% per year)			\$0	\$88,000	\$258,000	\$424,000	\$377,000	\$160,000	\$549,000
	<b>Total Annual Cost</b>		<b>\$571,000</b>	<b>\$2,010,000</b>	<b>\$4,449,000</b>	<b>\$6,631,000</b>	<b>\$7,344,000</b>	<b>\$4,490,000</b>	<b>\$1,689,000</b>	<b>\$4,899,000</b>

Figure 5-2: Estimated Project Costs per Year

# Appendix A

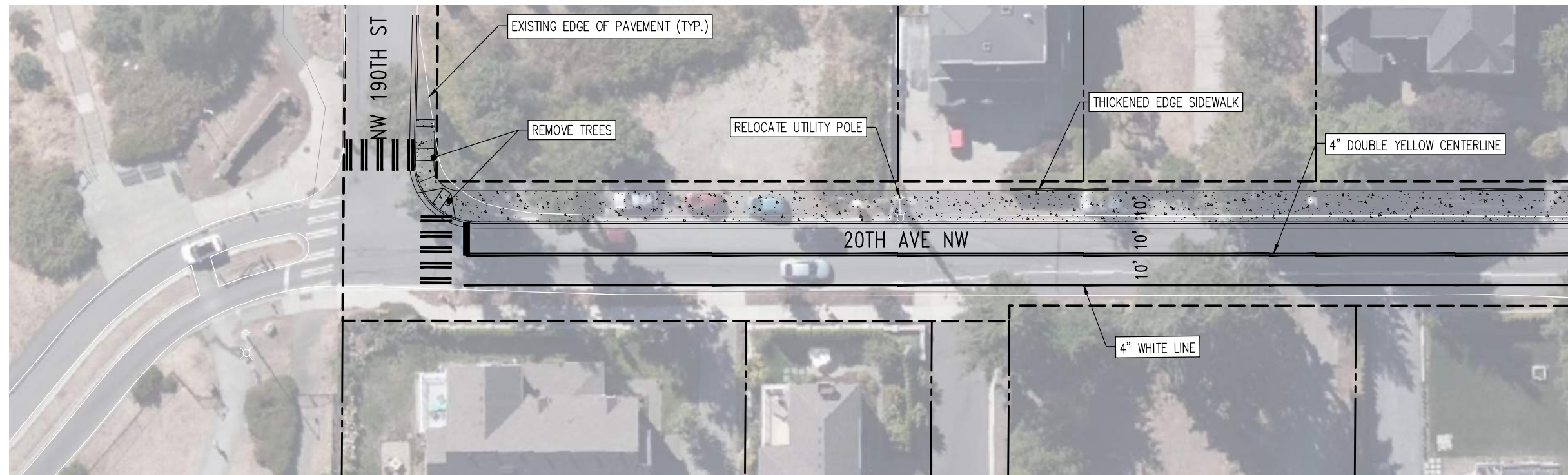
Preliminary Drawings





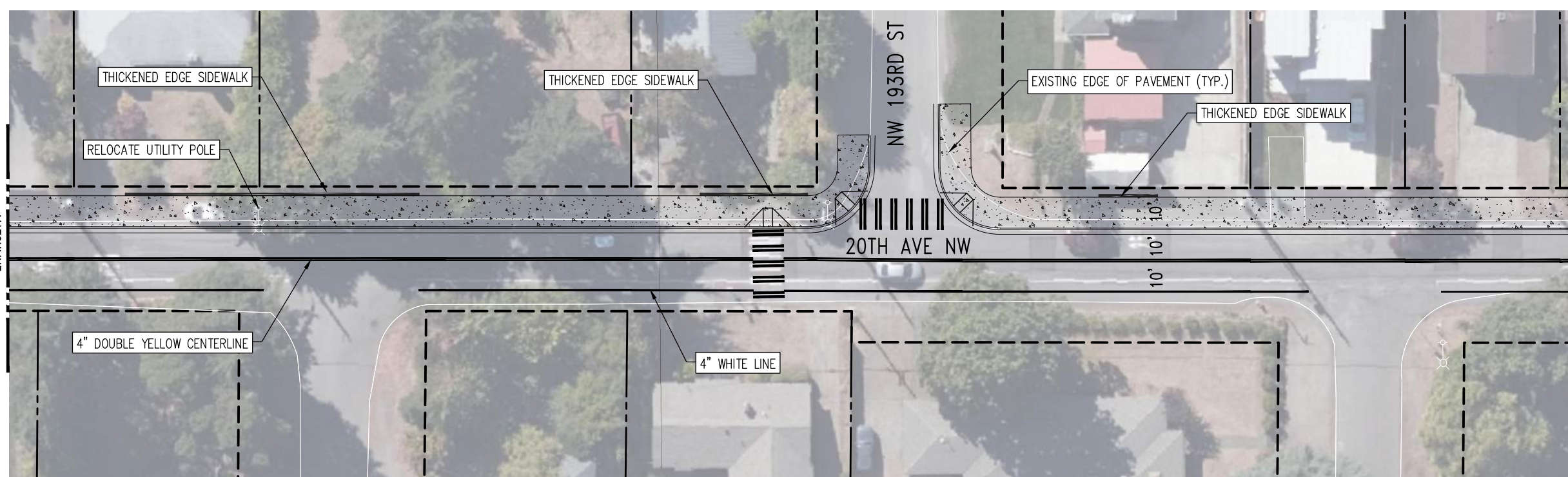


NE 1/4 SEC. 2 T26N R3E



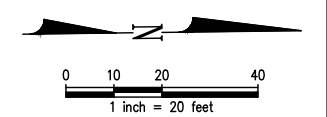
- LEGEND**
- RIGHT OF WAY
  - - - - - PARCEL (APPROX)
  - ▬▬▬ POTENTIAL WALL
  - ▬▬▬ CURB WALL/THICKENED EDGE (AS NOTED ON PLAN)
  - ▬▬▬ CURB AND GUTTER
  - ▬▬▬ SIDEWALK

MATCHLINE:  
SEE BELOW LEFT



MATCHLINE:  
SEE SHEET 02 TOP LEFT

MATCHLINE:  
SEE TOP RIGHT



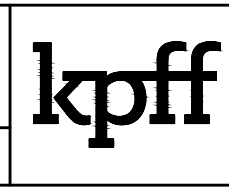
NOT FOR CONSTRUCTION

Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_04.dwg  
CHARLEA  
Sep 23, 2021 - 12:36pm

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY XXX
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No.: 2000015	

SCALE:  
AS SHOWN



8a-37



**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA

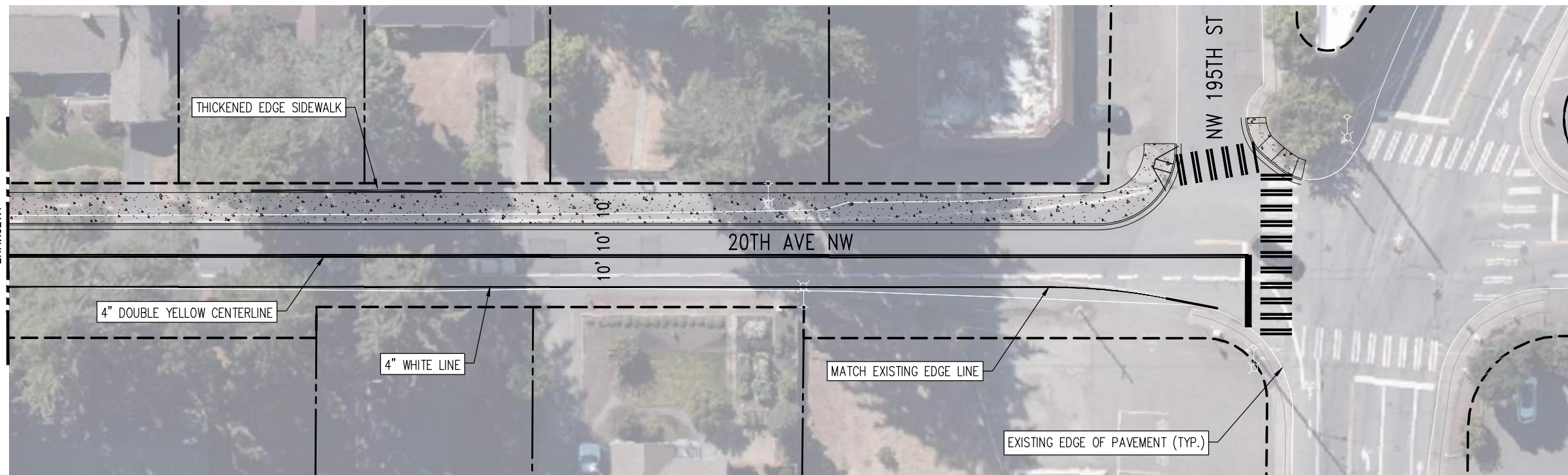
**#4 - 20TH AVE NW (SALTWATER PARK TO NW 195TH)**  
CONCEPTUAL DESIGN - ALTERNATIVE A

SHEET

**4A-1**

X OF X

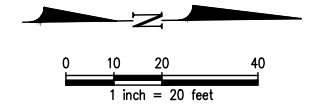
NE 1/4 SEC. 2 T26N R3E



- LEGEND**
- RIGHT OF WAY
  - PARCEL (APPROX)
  - POTENTIAL WALL
  - CURB WALL/THICKENED EDGE (AS NOTED ON PLAN)
  - CURB AND GUTTER
  - SIDEWALK

MATCHLINE:  
SEE SHEET 01 BELOW RIGHT

NOT FOR CONSTRUCTION



Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_04.dwg  
CHARLEA  
Sep 23, 2021 - 12:37pm

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY XXX
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No. :2000015	

SCALE:  
AS SHOWN



8a-38



**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA

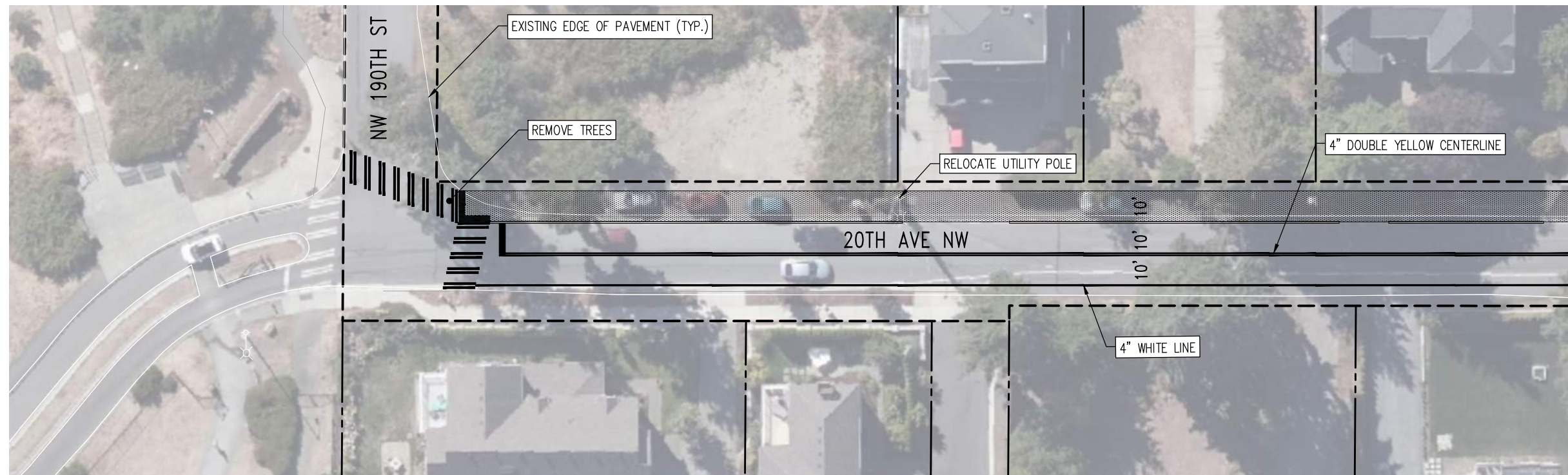
**#4 - 20TH AVE NW (SALTWATER PARK TO NW 195TH)**  
**CONCEPTUAL DESIGN**

SHEET

**4A-2**

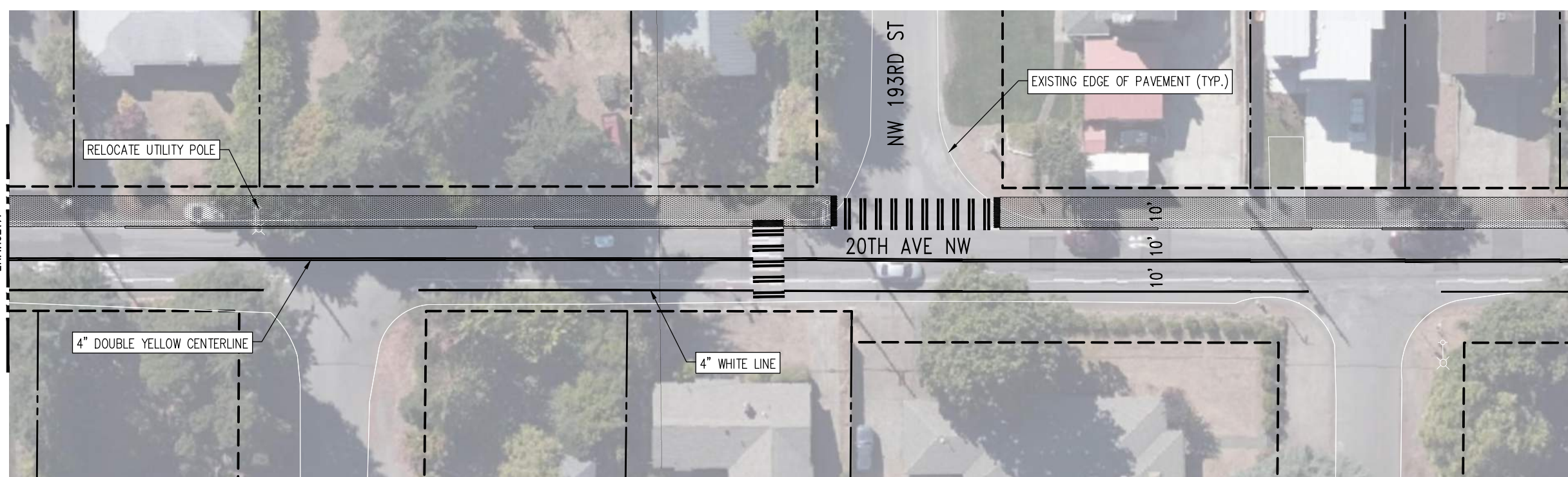
X OF X

NE 1/4 SEC. 2 T26N R3E



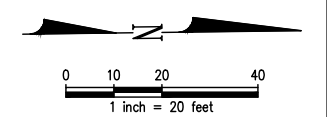
- LEGEND**
- RIGHT OF WAY
  - - - - - PARCEL (APPROX)
  - ==== EXTRUDED CURB
  - ==== CURB WALL/THICKENED EDGE (AS NOTED ON PLAN)
  - ▨ PAVED SHARED-USE PATH

MATCHLINE:  
SEE BELOW LEFT



MATCHLINE:  
SEE TOP RIGHT

MATCHLINE:  
SEE SHEET 02 TOP LEFT

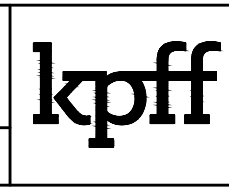
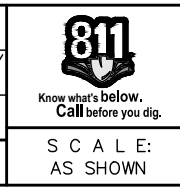


NOT FOR CONSTRUCTION

Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_04-A1B.dwg  
Nov 24, 2021 1:12pm  
cherilea

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO  
DESIGNED BY XXX  
CHECKED BY NDA  
APPROVED BY RJL  
DATE X/X/2021  
J O B No. :2000015



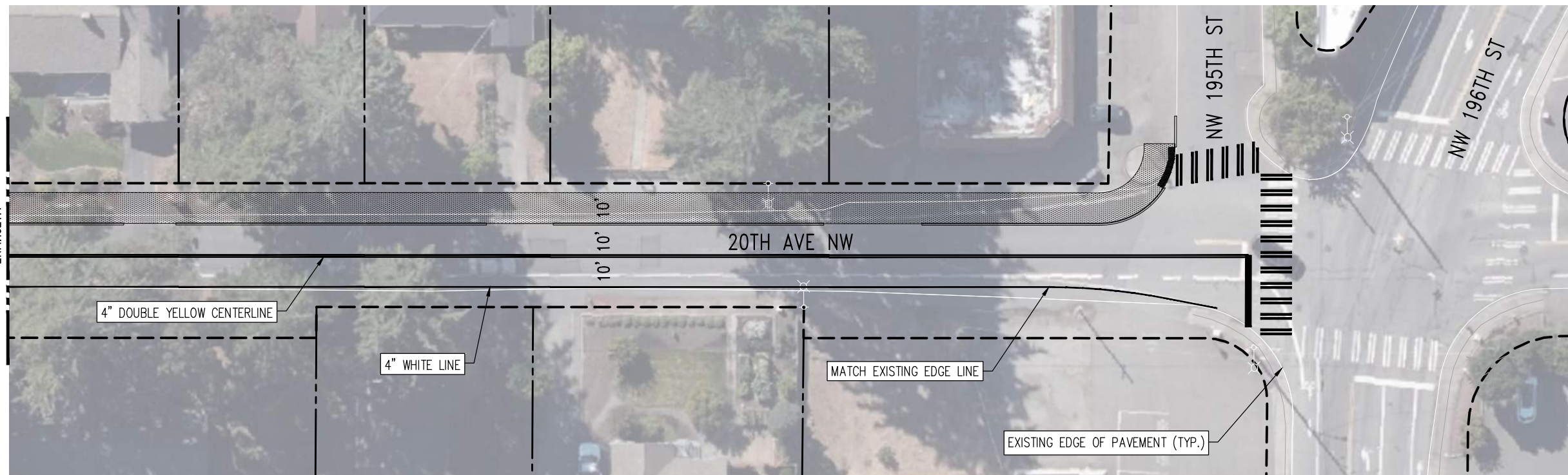
8a-39



**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA  
**#4 - 20TH AVE NW (SALTWATER PARK TO NW 195TH)**  
CONCEPTUAL DESIGN - ALTERNATIVE B

SHEET  
**4B-1**

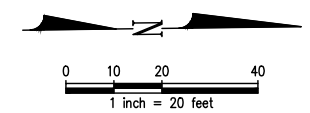
NE 1/4 SEC. 2 T26N R3E



- LEGEND**
- RIGHT OF WAY
  - PARCEL (APPROX)
  - EXTRUDED CURB
  - CURB WALL/THICKENED EDGE (AS NOTED ON PLAN)
  - PAVED SHARED-USE PATH

MATCHLINE:  
SEE SHEET 01 BELOW RIGHT

NOT FOR CONSTRUCTION



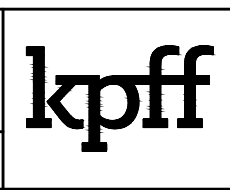
Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_04-A1B.dwg

Nov 24, 2021 1:12pm

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY XXX
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No.: 2000015	

SCALE:  
AS SHOWN



8a-40

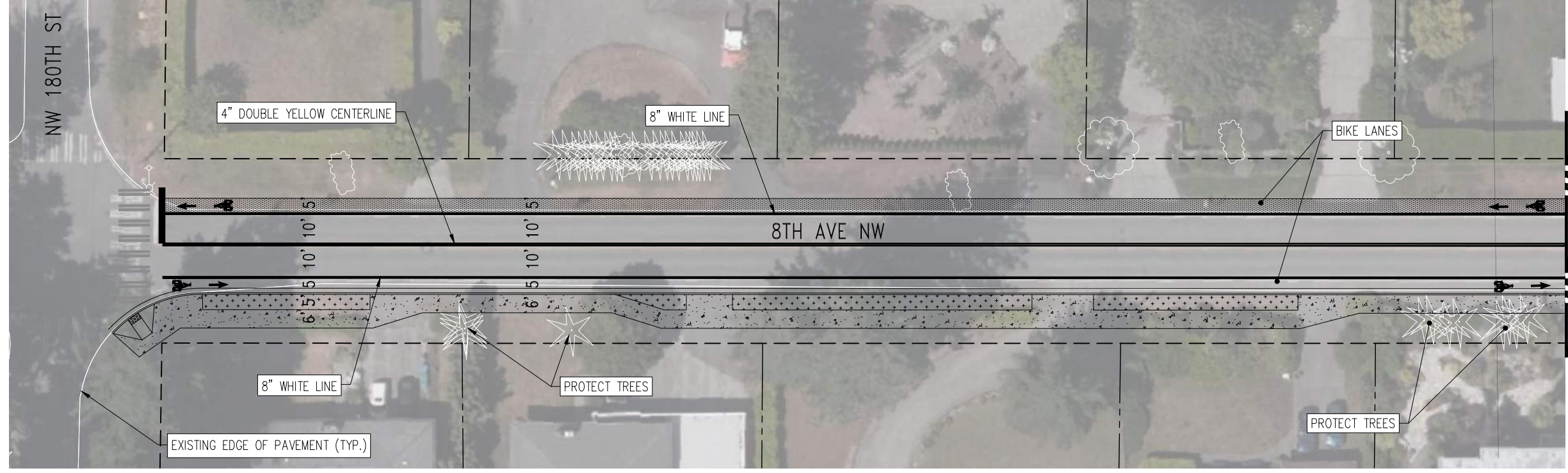


**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA

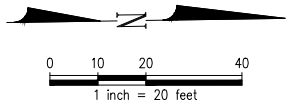
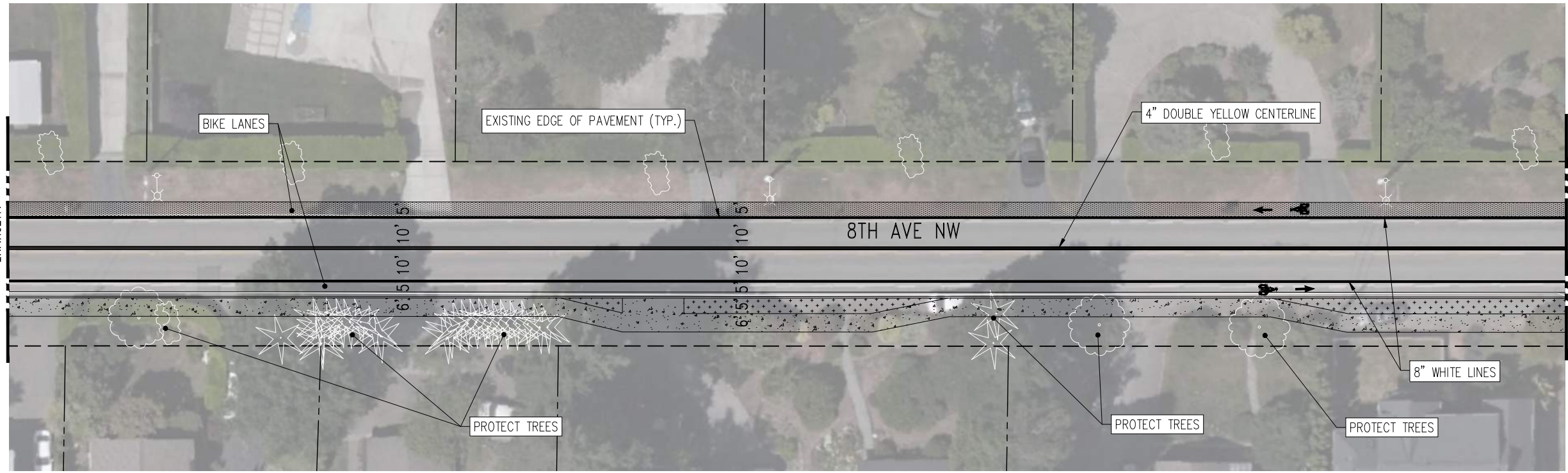
**#4 - 20TH AVE NW (SALTWATER PARK TO NW 195TH)**  
CONCEPTUAL DESIGN

SHEET  
**4B-2**

NE 1/4 SEC. 2 T26N R3E



- LEGEND**
- RIGHT OF WAY
  - - - PARCEL (APPROX)
  - ==== CURB AND GUTTER
  - ▨ PAVEMENT
  - ▩ SIDEWALK
  - ▤ AMENITY ZONE

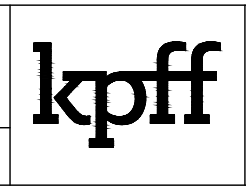
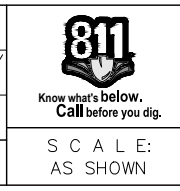


NOT FOR CONSTRUCTION

Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_21.dwg  
CHARLEA  
Sep 22, 2021 - 4:07pm

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY XXX
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No.: 2000015	



8a-41



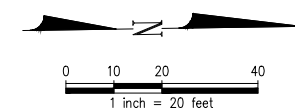
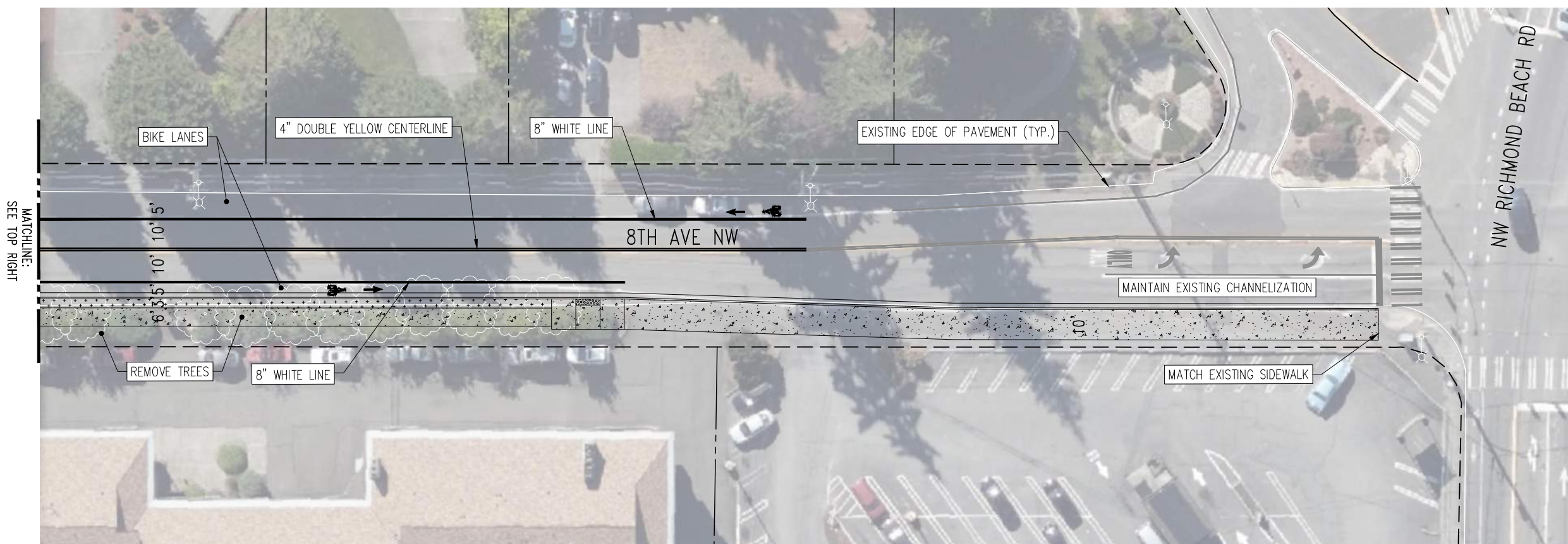
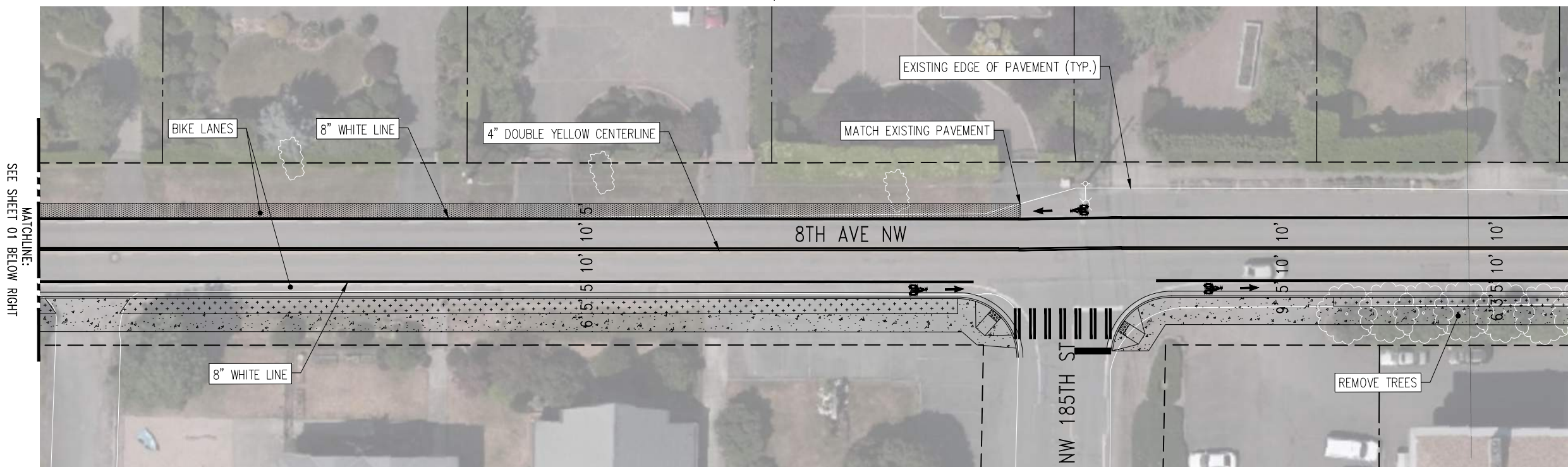
NEW SIDEWALK IMPLEMENTATION PLAN  
SHORELINE, WA  
#21 - 8TH AVE NW  
(N. SIDE SUNSET PARK TO RICHMOND BEACH RD NW)  
CONCEPTUAL DESIGN

SHEET  
21-1

NE 1/4 SEC. 2 T26N R3E

LEGEND

- RIGHT OF WAY
- PARCEL (APPROX)
- CURB AND GUTTER
- PAVEMENT
- SIDEWALK
- AMENITY ZONE



NOT FOR CONSTRUCTION

Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_21.dwg

Sep 22, 2021 - 4:07pm CHARLEA

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY XXX
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No. :2000015	

SCALE:  
AS SHOWN



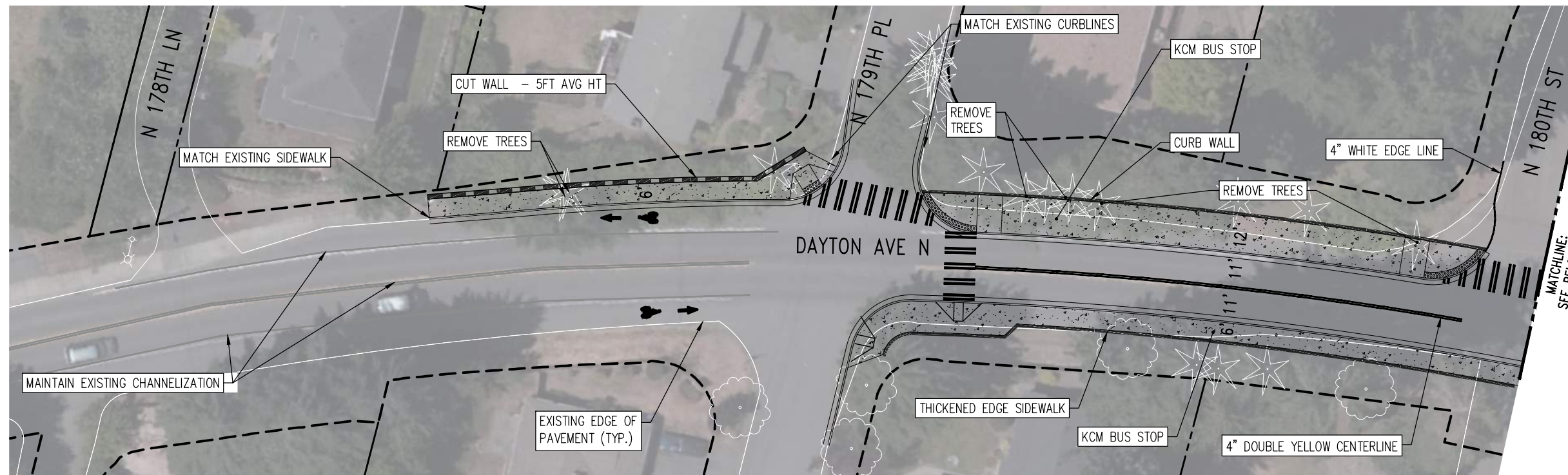
8a-42



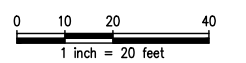
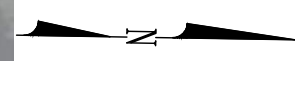
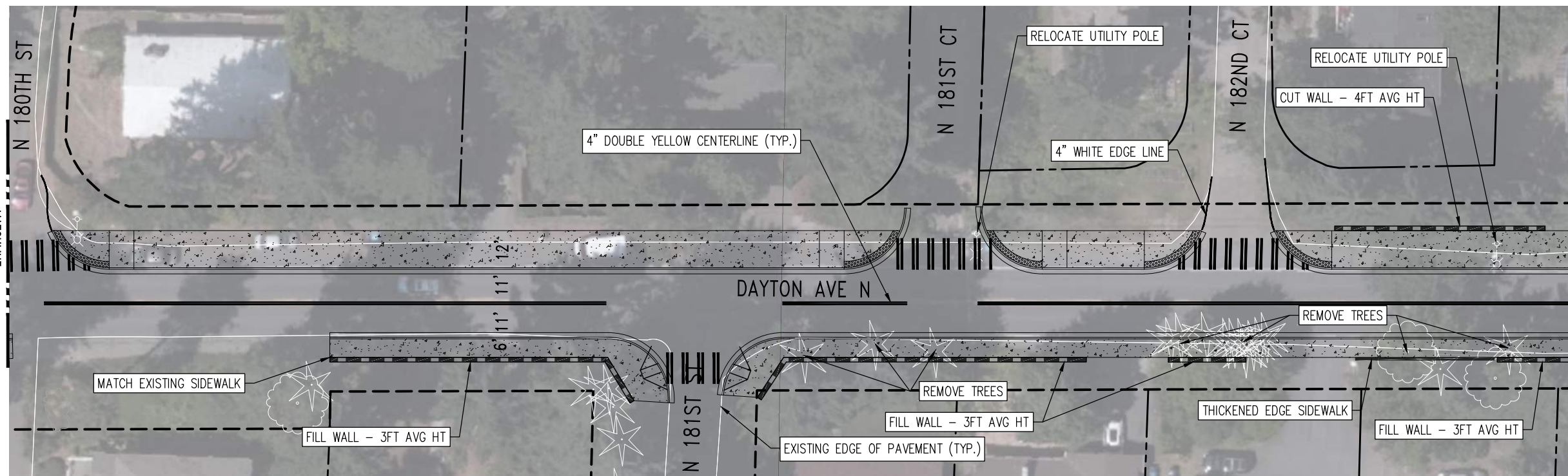
NEW SIDEWALK IMPLEMENTATION PLAN  
SHORELINE, WA  
#21 - 8TH AVE NW  
(N. SIDE SUNSET PARK TO RICHMOND BEACH RD NW)  
CONCEPTUAL DESIGN

SHEET  
21-2

NE 1/4 SEC. 2 T26N R3E



- LEGEND**
- RIGHT OF WAY
  - PARCEL (APPROX)
  - POTENTIAL WALL
  - CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
  - CURB AND GUTTER
  - SIDEWALK



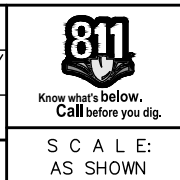
NOT FOR CONSTRUCTION

Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_34.dwg

Nov 24, 2021 - 1:57pm charliea

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO  
 DESIGNED BY XXX  
 CHECKED BY NDA  
 APPROVED BY RJL  
 DATE X/X/2021  
 J O B No. :2000015



8a-43

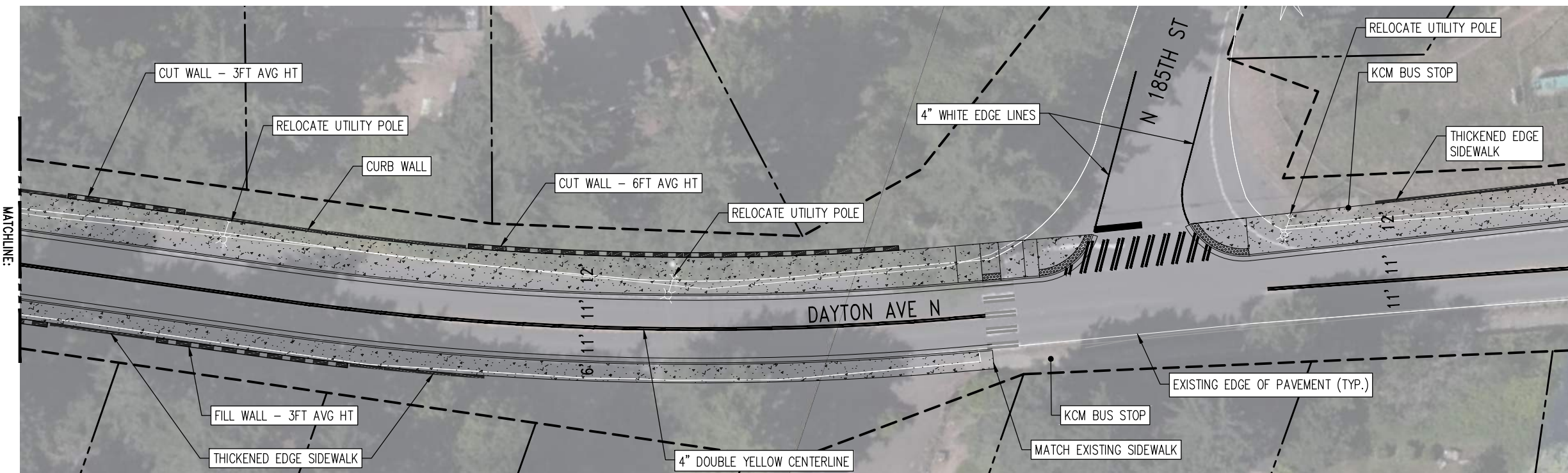
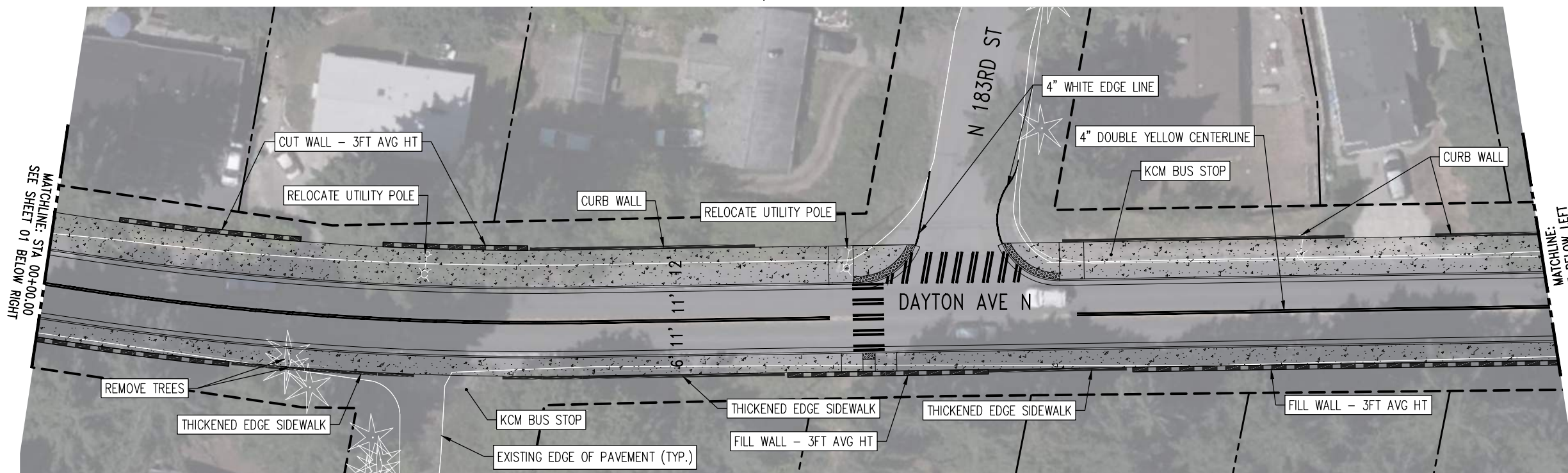


**NEW SIDEWALK IMPLEMENTATION PLAN**  
 SHORELINE, WA  
**#34 - DAYTON AVE N (N 178TH ST TO N RICHMOND BEACH RD)**  
 CONCEPTUAL DESIGN - ALTERNATIVE A

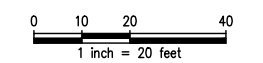
SHEET  
**34-1**

NE 1/4 SEC. 2 T26N R3E

- LEGEND**
- RIGHT OF WAY
  - PARCEL (APPROX)
  - POTENTIAL WALL
  - CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
  - CURB AND GUTTER
  - SIDEWALK



NOT FOR CONSTRUCTION



Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_34.dwg  
charliea  
Nov 24, 2021 - 1:51pm

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY XXX
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No.: 2000015	

SCALE:  
AS SHOWN



8a-44









**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA

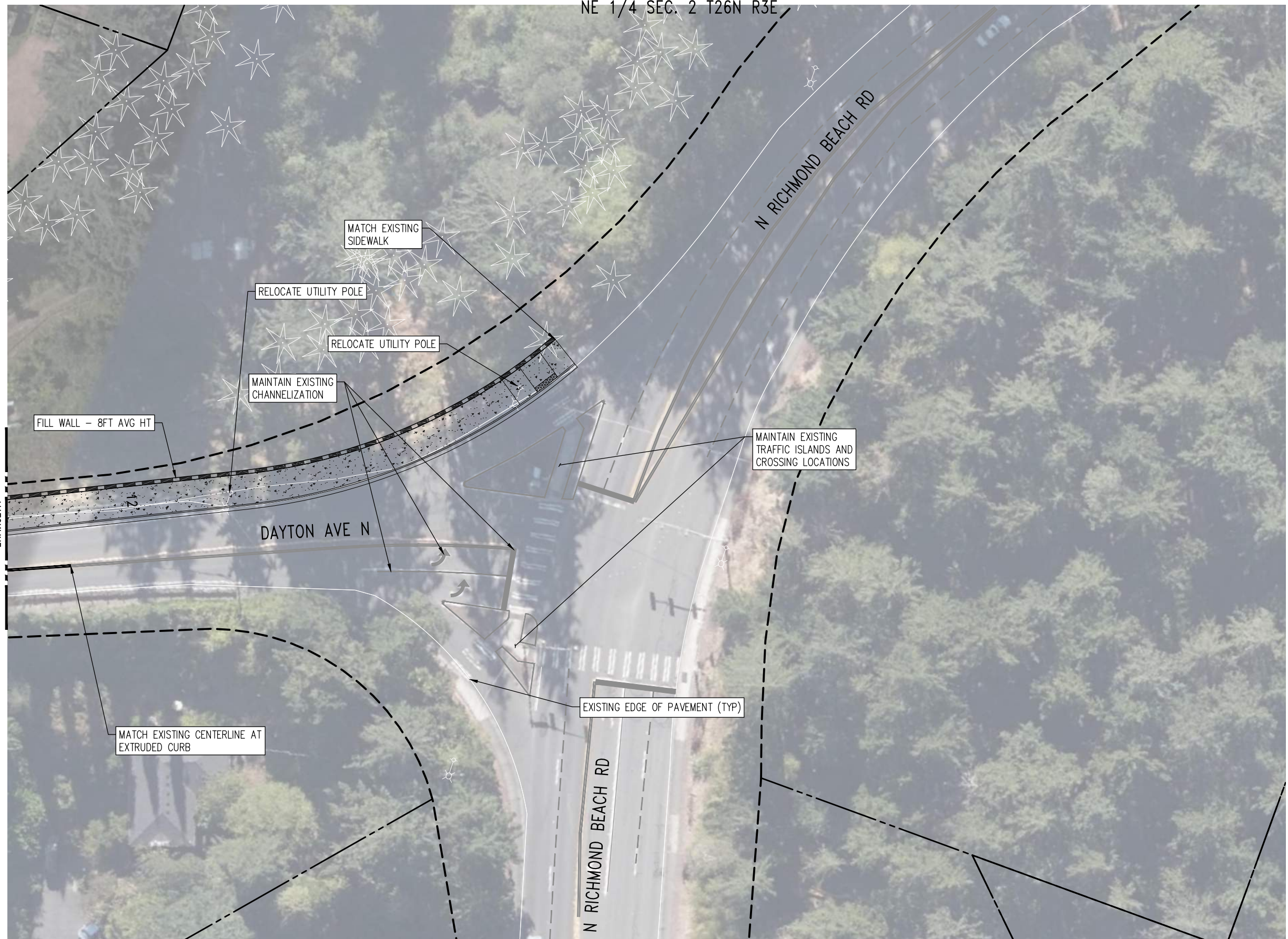
**#34 - DAYTON AVE N (N 178TH ST TO N RICHMOND BEACH RD)**  
CONCEPTUAL DESIGN - ALTERNATIVE A

SHEET  
**34-2**



LEGEND

-  RIGHT OF WAY
-  PARCEL (APPROX)
-  POTENTIAL WALL
-  CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
-  CURB AND GUTTER
-  SIDEWALK



NOT FOR CONSTRUCTION


Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_34.dwg

charliea

Nov 24, 2021 1:51pm

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY XXX
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No.: 2000015	



Know what's below.  
Call before you dig.

SCALE:  
AS SHOWN



8a-45

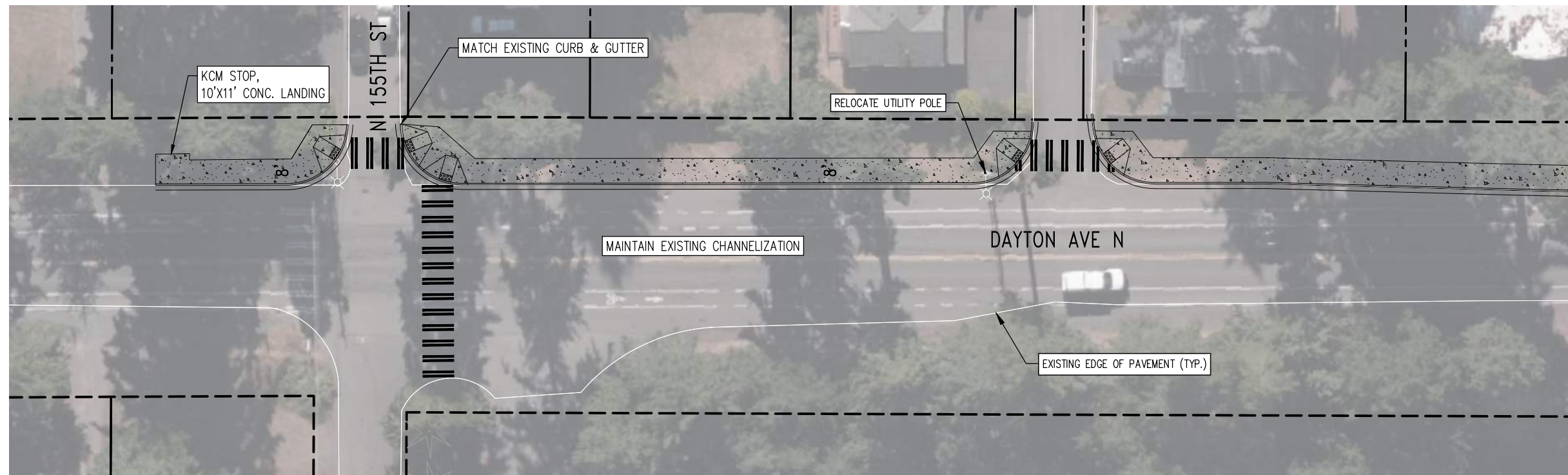


NEW SIDEWALK IMPLEMENTATION PLAN  
SHORELINE, WA

#34 - DAYTON AVE N (N 178TH ST TO N RICHMOND BEACH RD)  
CONCEPTUAL DESIGN - ALTERNATIVE A

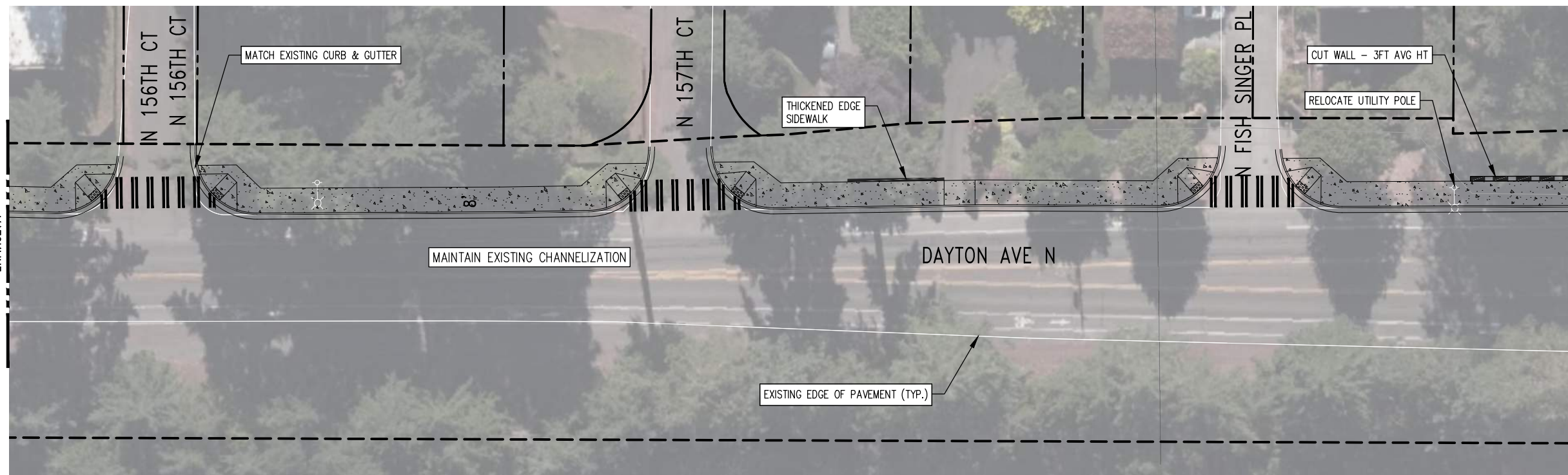
SHEET  
34-3

NE 1/4 SEC. 2 T26N R3E



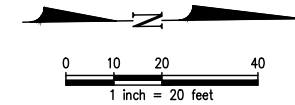
- LEGEND**
- RIGHT OF WAY
  - - - - - PARCEL (APPROX)
  - ▬▬▬ POTENTIAL WALL
  - ▬▬▬ CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
  - ▬▬▬ CURB AND GUTTER
  - ▨▨▨ SIDEWALK

MATCHLINE  
SEE BELOW LEFT



MATCHLINE  
SEE TOP RIGHT

MATCHLINE  
SEE SHEET 02 TOP LEFT



NOT FOR CONSTRUCTION

Nov 17, 2021 - 4:05pm  
CharlieA  
Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_35.dwg

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY XXX
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No.: 2000015	

SCALE:  
AS SHOWN



8a-46

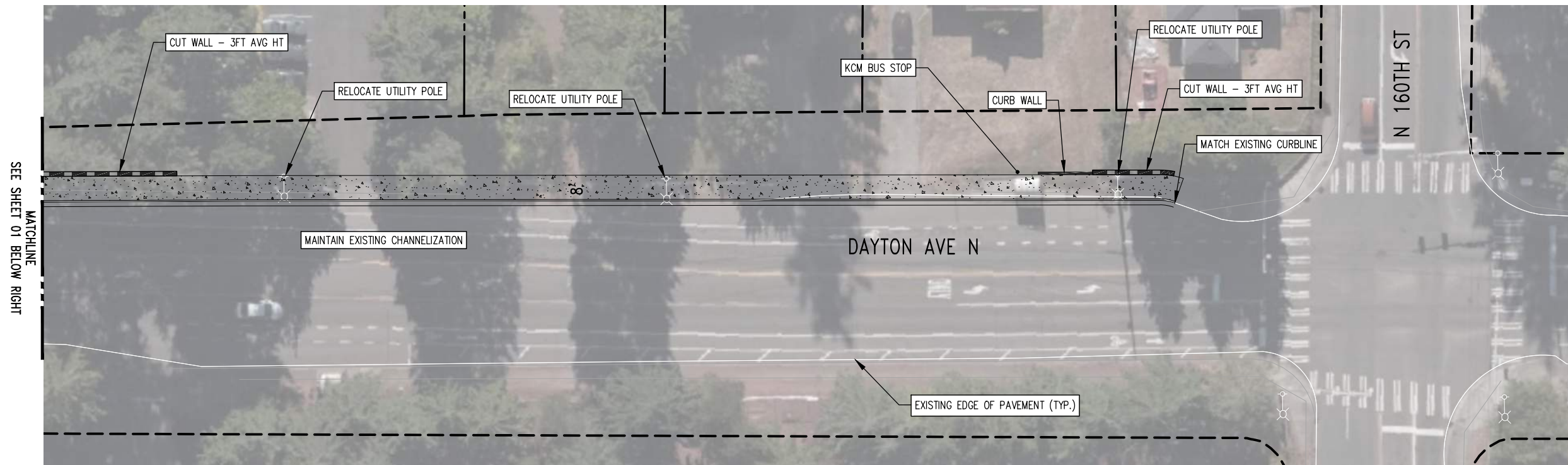


**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA

**#35B - DAYTON AVE N (N 155TH ST TO N 160TH ST)**  
**CONCEPTUAL DESIGN**

SHEET  
**35-1**

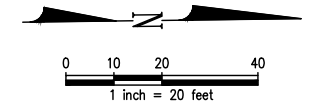
NE 1/4 SEC. 2 T26N R3E



- LEGEND**
- RIGHT OF WAY
  - - - - - PARCEL (APPROX)
  - ▬▬▬ POTENTIAL WALL
  - ▬▬▬ CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
  - ▬▬▬ CURB AND GUTTER
  - ▬▬▬ SIDEWALK

MATCHLINE  
SEE SHEET 01 BELOW RIGHT

NOT FOR CONSTRUCTION



Nov 17, 2021 - 4:05pm  
CharlieA  
Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_35.dwg

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY XXX
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No. :2000015	

SCALE:  
AS SHOWN



8a-47



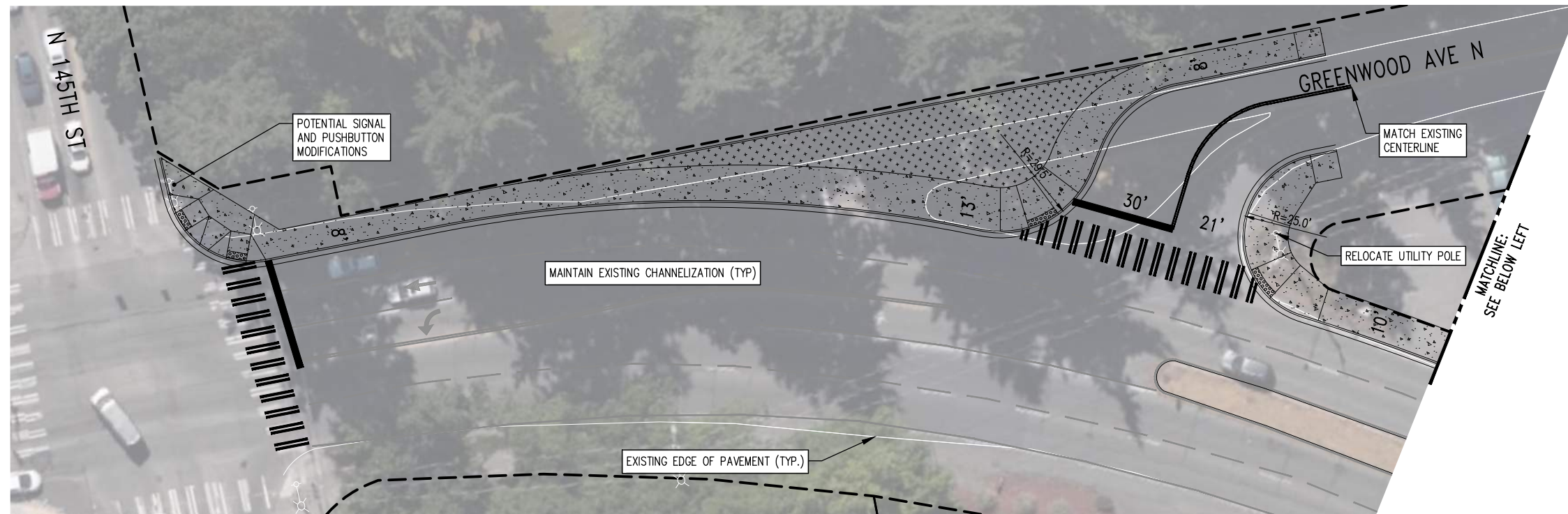
**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA

**#35B - DAYTON AVE N (N 155TH ST TO N 160TH ST)**  
**CONCEPTUAL DESIGN**

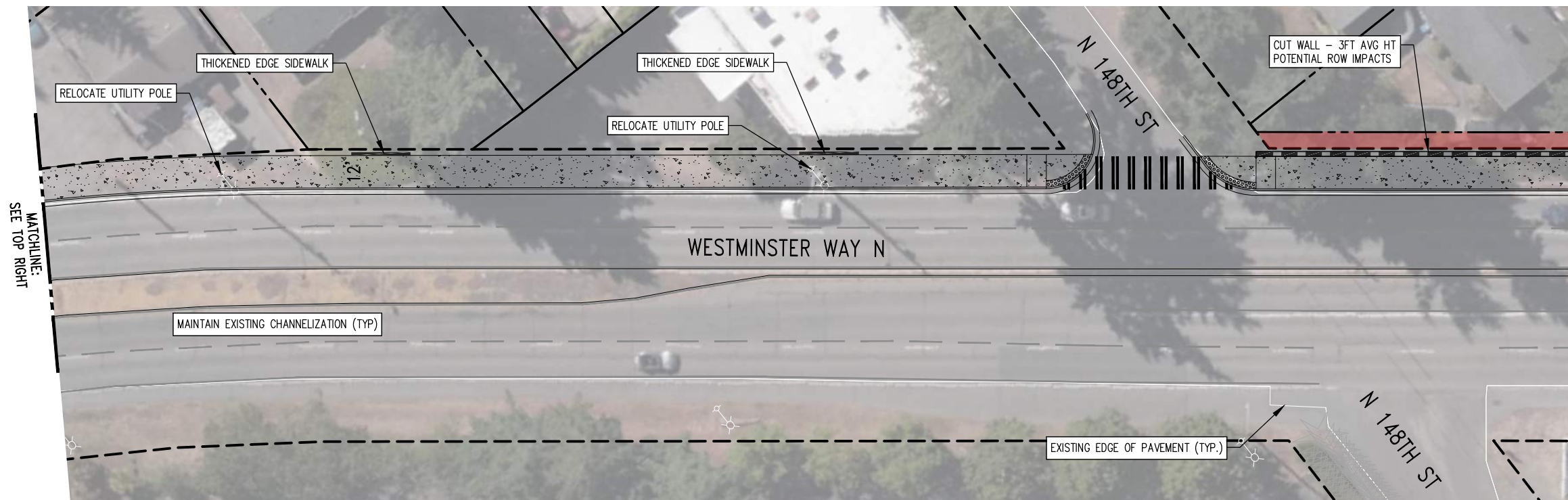
SHEET  
**35-2**

NE 1/4 SEC. 2 T26N R3E

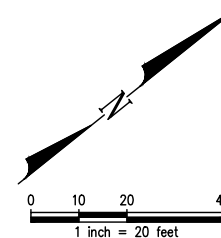
Attachment A



- LEGEND**
- RIGHT OF WAY
  - PARCEL (APPROX)
  - POTENTIAL WALL
  - CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
  - CURB AND GUTTER
  - SIDEWALK
  - AMENITY ZONE
  - POTENTIAL ROW ACQUISITION



NOT FOR CONSTRUCTION



Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CADD\Sheets\Conceptual Design\_40.dwg

charliea

Dec 13, 2021 - 11:56am

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY CHA
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No.: 2000015	

SCALE:  
AS SHOWN

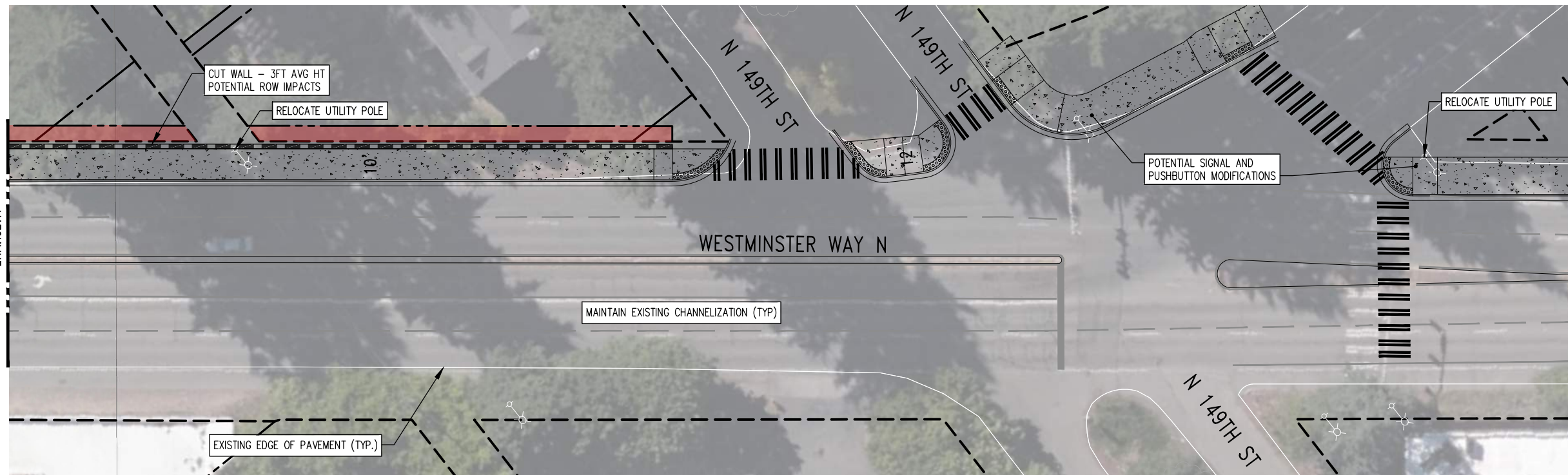
8a-48

**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA

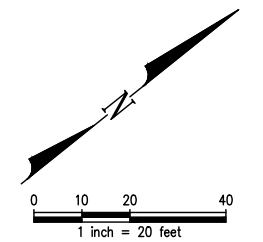
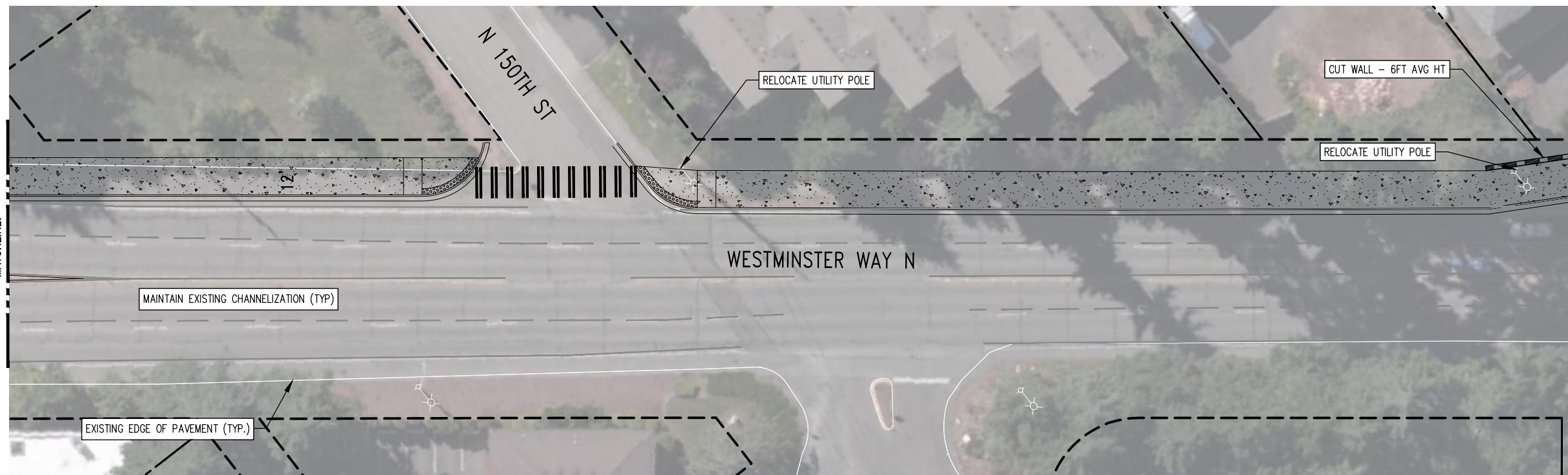
**#40 - WESTMINSTER WAY N**  
(N 145TH ST TO N 153RD ST)  
CONCEPTUAL DESIGN

SHEET
40-1

NE 1/4 SEC. 2 T26N R3E



- LEGEND**
- RIGHT OF WAY
  - PARCEL (APPROX)
  - POTENTIAL WALL
  - CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
  - CURB AND GUTTER
  - SIDEWALK
  - AMENITY ZONE
  - POTENTIAL ROW ACQUISITION



NOT FOR CONSTRUCTION

Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_40.dwg

Dec 13, 2021 - 11:57am

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY CHA
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No.: 2000015	

SCALE:  
AS SHOWN



8a-49



**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA

**#40 - WESTMINSTER WAY N**  
(N 145TH ST TO N 153RD ST)  
CONCEPTUAL DESIGN

SHEET  
**40-2**

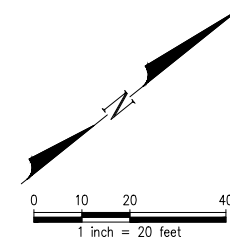
NE 1/4 SEC. 2 T26N R3E

LEGEND

- RIGHT OF WAY
- PARCEL (APPROX)
- POTENTIAL WALL
- CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
- CURB AND GUTTER
- SIDEWALK
- AMENITY ZONE
- POTENTIAL ROW ACQUISITION



NOT FOR CONSTRUCTION



Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_40.dwg

charliea

Dec 13, 2021 - 11:57am

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY CHA
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No.: 2000015	



8a-50

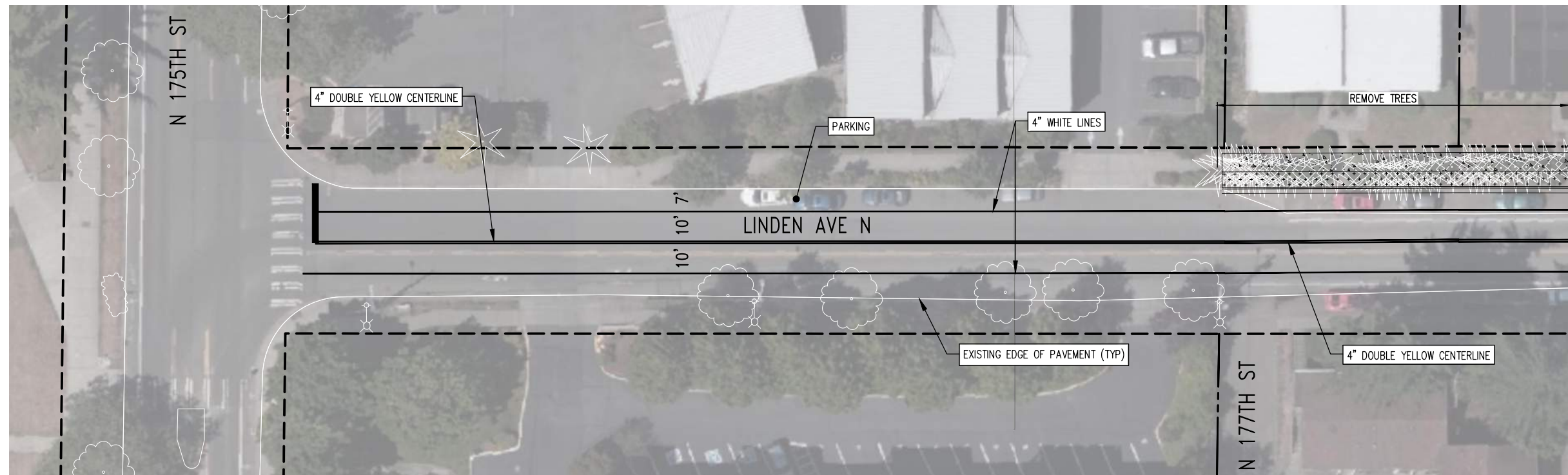


NEW SIDEWALK IMPLEMENTATION PLAN  
SHORELINE, WA  
#40 - WESTMINSTER WAY N  
(N 145TH ST TO N 153RD ST)  
CONCEPTUAL DESIGN

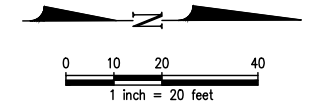
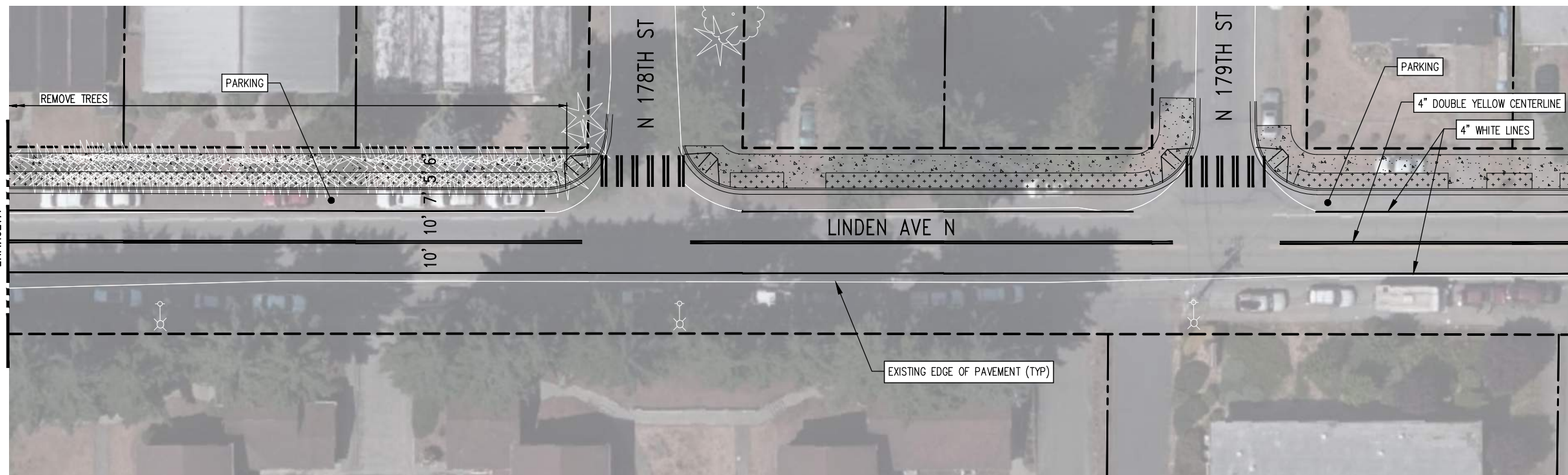
SHEET

40-3

NE 1/4 SEC. 2 T26N R3E



- LEGEND**
- RIGHT OF WAY
  - - - PARCEL (APPROX)
  - CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
  - CURB AND GUTTER
  - [Pattern] SIDEWALK
  - [Pattern] AMENITY ZONE



NOT FOR CONSTRUCTION

Nov 17, 2021 - 4:33pm CharlieA Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_48.dwg

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO  
 DESIGNED BY CHA  
 CHECKED BY NDA  
 APPROVED BY RJL  
 DATE X/X/2021  
 J O B No. :2000015

SCALE: AS SHOWN



8a-51

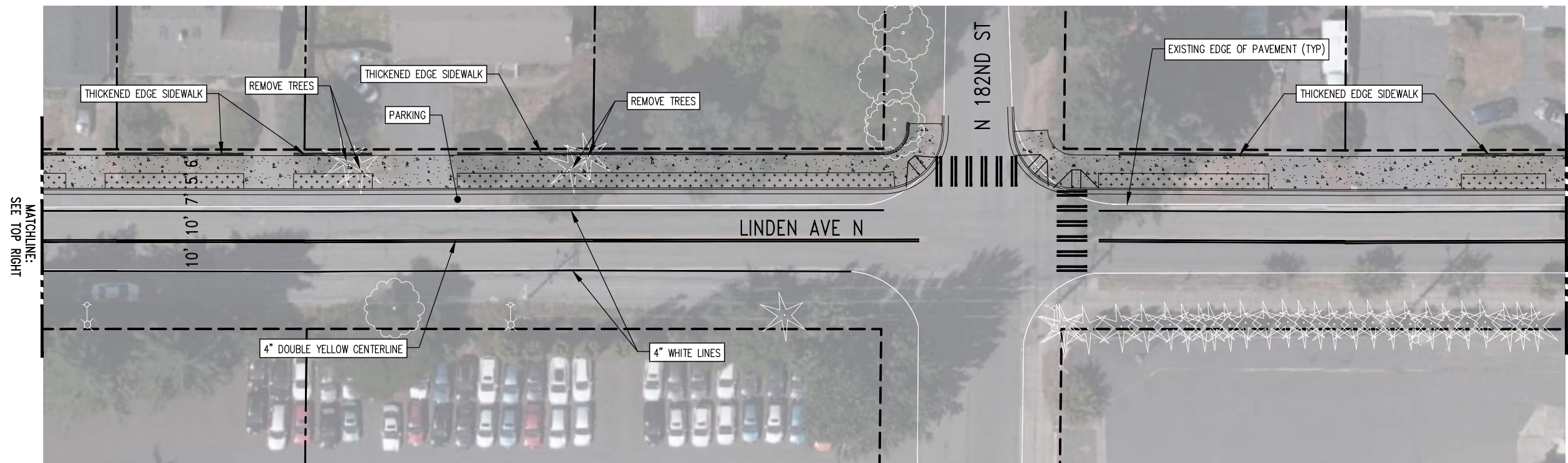
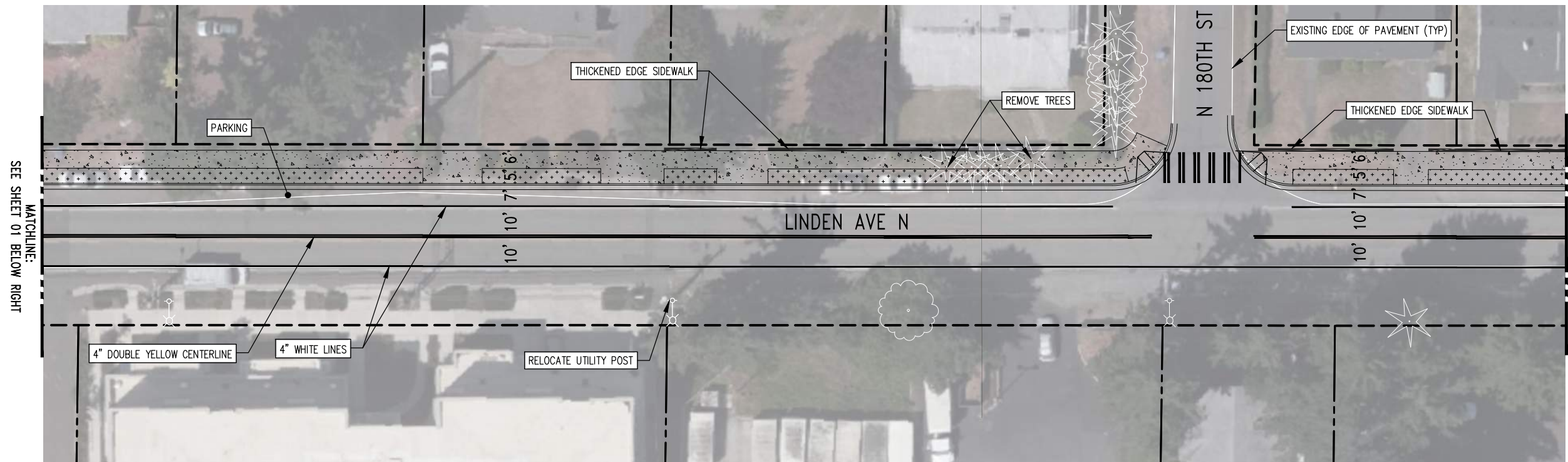


**NEW SIDEWALK IMPLEMENTATION PLAN**  
 SHORELINE, WA  
**#48 - LINDEN AVE N (N 175TH ST TO N 185TH ST)**  
 CONCEPTUAL DESIGN

SHEET  
**48-1**

NE 1/4 SEC. 2 T26N R3E

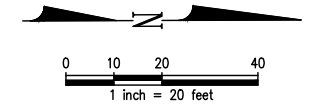
- LEGEND**
- RIGHT OF WAY
  - PARCEL (APPROX)
  - CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
  - CURB AND GUTTER
  - SIDEWALK
  - AMENITY ZONE



MATCHLINE:  
SEE BELOW LEFT

MATCHLINE: STA A 00+00.00  
SEE SHEET 03 TOP LEFT

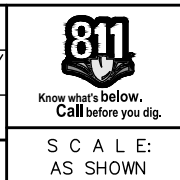
NOT FOR CONSTRUCTION



Nov 17, 2021 - 4:33pm CharlieA Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_48.dwg

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY  
JYO  
CHECKED BY  
NDA  
DATE  
X/X/2021  
DESIGNED BY  
CHA  
APPROVED BY  
RJL  
J O B No. :2000015



8a-52

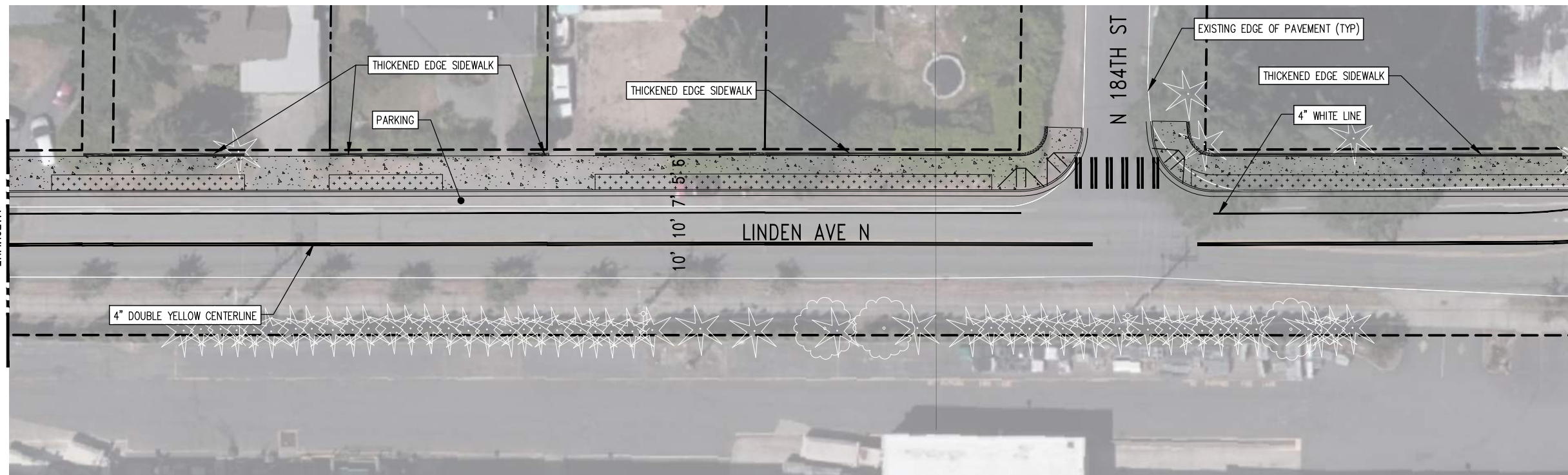


**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA  
**#48 - LINDEN AVE N (N 175TH ST TO N 185TH ST)**  
CONCEPTUAL DESIGN

SHEET  
**48-2**



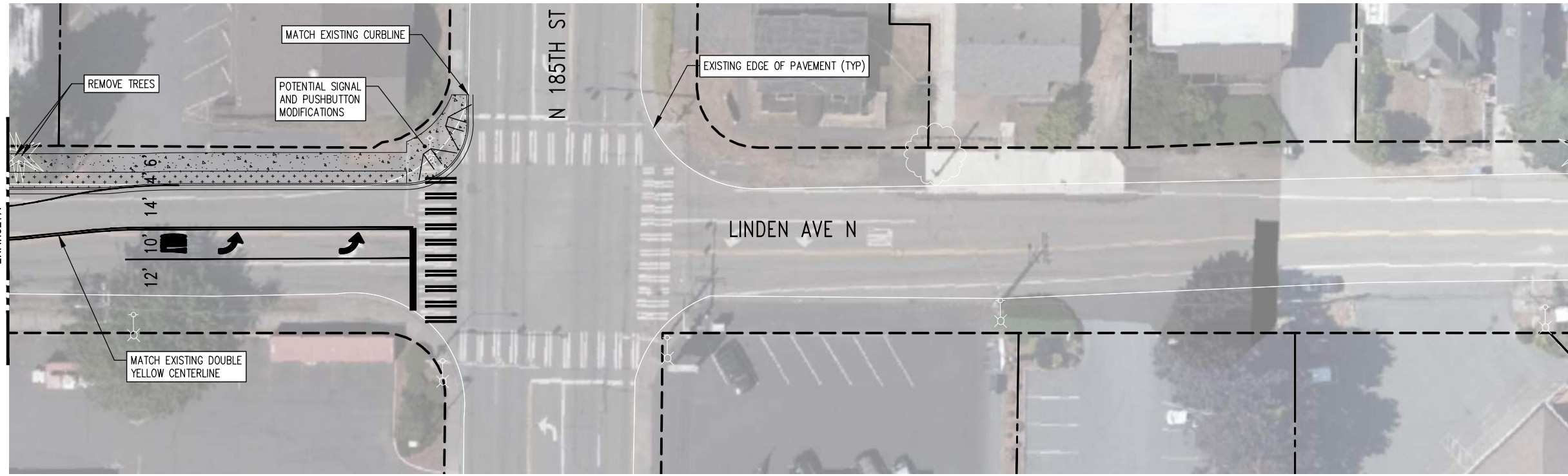
NE 1/4 SEC. 2 T26N R3E



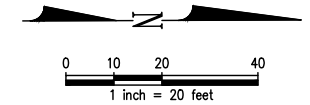
- LEGEND**
- RIGHT OF WAY
  - PARCEL (APPROX)
  - CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
  - CURB AND GUTTER
  - SIDEWALK
  - AMENITY ZONE

MATCHLINE:  
SEE SHEET 02 BELOW RIGHT

MATCHLINE:  
SEE BELOW LEFT



MATCHLINE:  
SEE TOP RIGHT

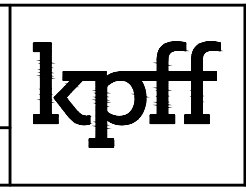


NOT FOR CONSTRUCTION

Nov 17, 2021 - 4:33pm  
CharlieA  
Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_48.dwg

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY  
JYO  
CHECKED BY  
NDA  
DATE  
X/X/2021  
DESIGNED BY  
CHA  
APPROVED BY  
RJL  
J O B No. :2000015



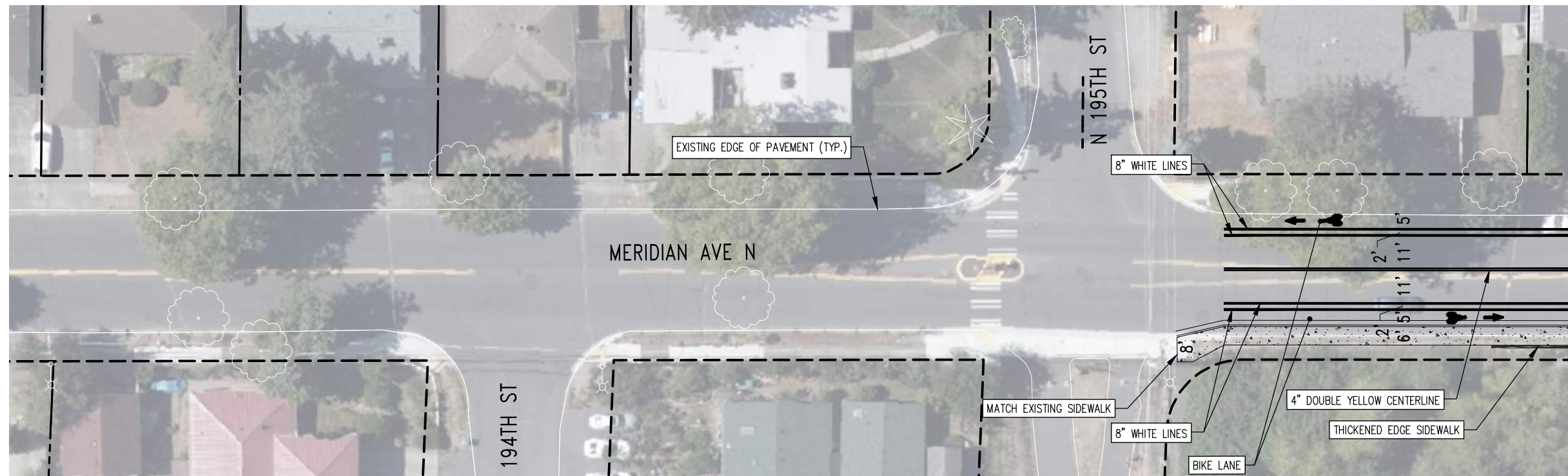
8a-53



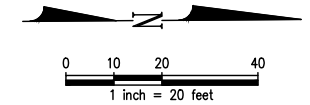
**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA  
**#48 - LINDEN AVE N (N 175TH ST TO N 185TH ST)**  
CONCEPTUAL DESIGN

SHEET  
**48-3**

NE 1/4 SEC. 2 T26N R3E



- LEGEND**
- RIGHT OF WAY
  - PARCEL (APPROX)
  - POTENTIAL WALL
  - CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
  - CURB AND GUTTER
  - SIDEWALK
  - POTENTIAL ROW ACQUISITION



NOT FOR CONSTRUCTION

Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_57.dwg  
charliea  
Dec 13, 2021 - 11:59am

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY CHA
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No.: 2000015	

SCALE:  
AS SHOWN

8a-54

**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA

**#57 - MERIDIAN AVE N (N 194TH ST TO N 205TH ST)**  
CONCEPTUAL DESIGN

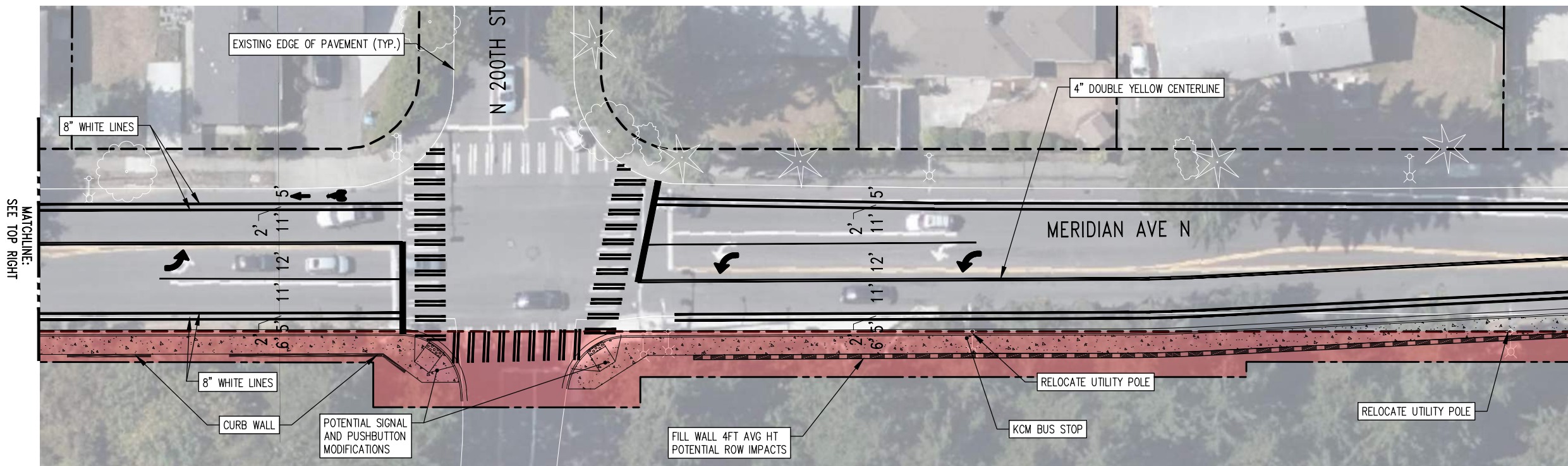
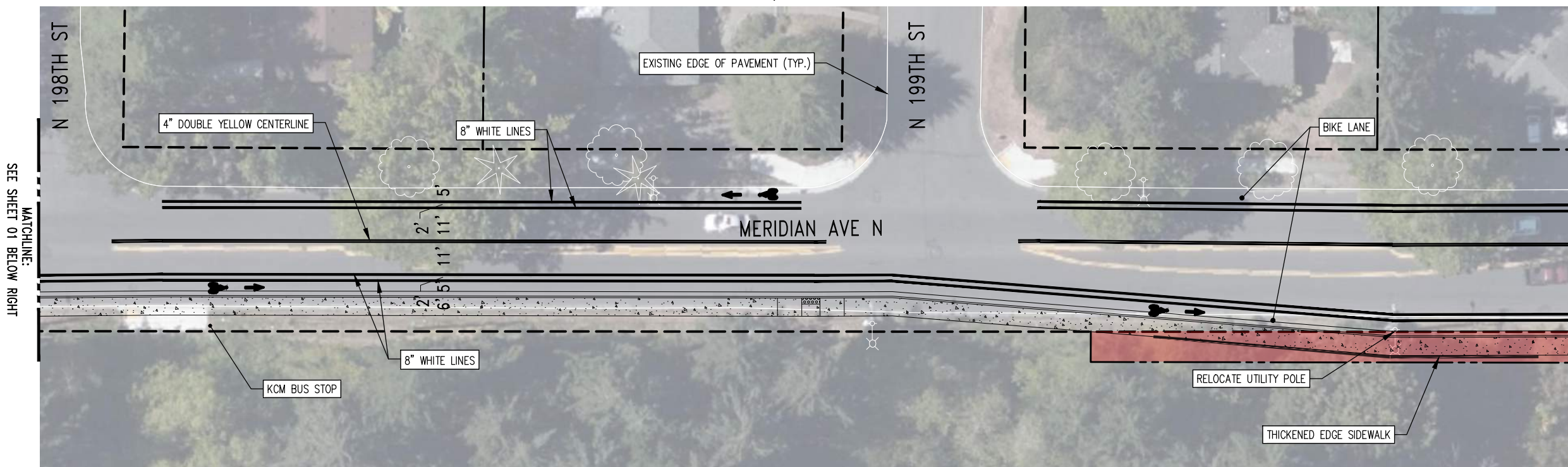
SHEET

**57-1**

NE 1/4 SEC. 2 T26N R3E

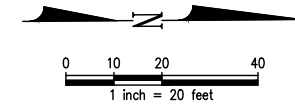
LEGEND

- RIGHT OF WAY
- PARCEL (APPROX)
- POTENTIAL WALL
- CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
- CURB AND GUTTER
- SIDEWALK
- POTENTIAL ROW ACQUISITION



MATCHLINE: SEE BELOW LEFT

MATCHLINE: STA A 00+00.00 SEE SHEET 03 TOP LEFT



NOT FOR CONSTRUCTION

Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_57.dwg

cherfla

Dec 13, 2021 - 12:00pm

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY CHA
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No.: 2000015	

SCALE:  
AS SHOWN

8a-55

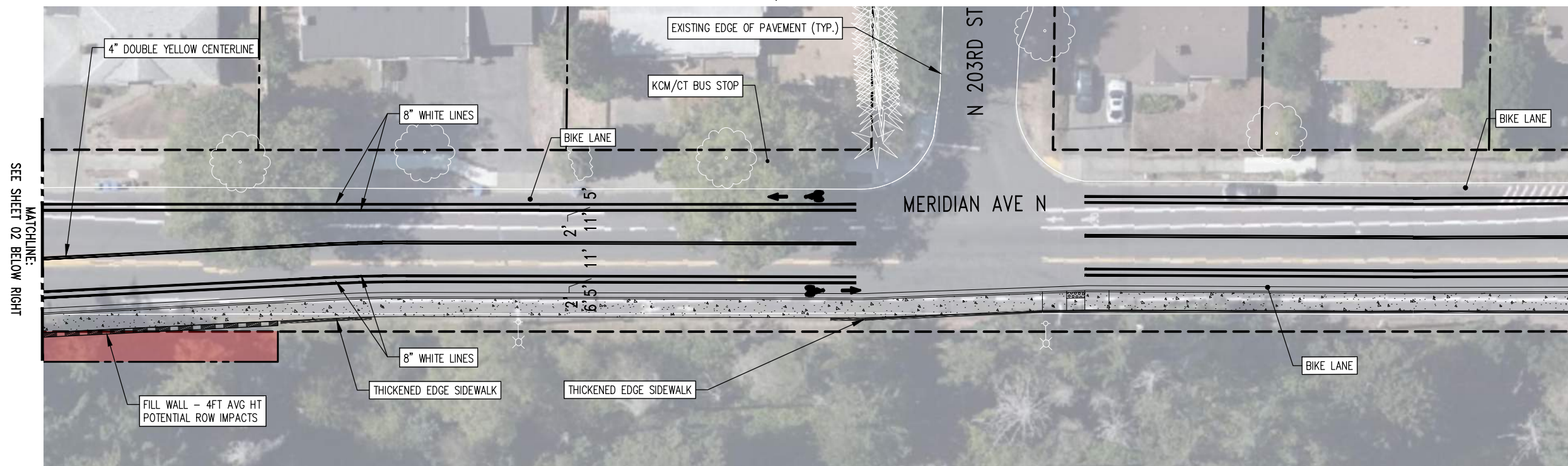
NEW SIDEWALK IMPLEMENTATION PLAN  
SHORELINE, WA

#57 - MERIDIAN AVE N (N 194TH ST TO N 205TH ST)  
CONCEPTUAL DESIGN

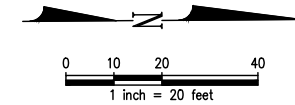
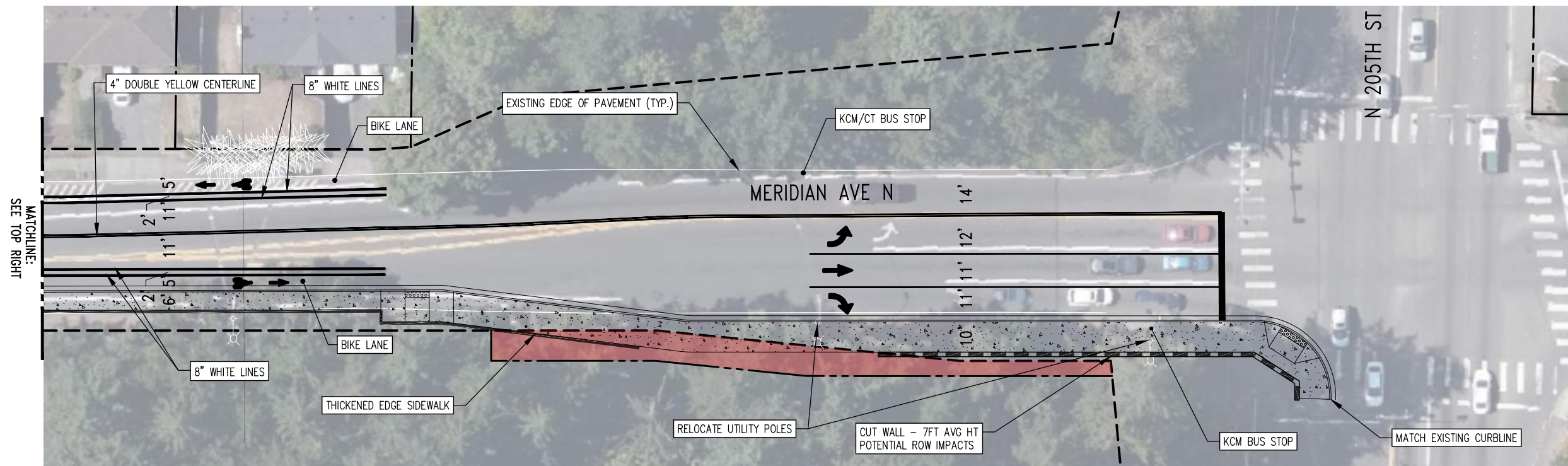
SHEET

57-2

NE 1/4 SEC. 2 T26N R3E



- LEGEND**
- RIGHT OF WAY
  - - - PARCEL (APPROX)
  - ▬▬▬ POTENTIAL WALL
  - ▬▬▬ CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
  - ▬▬▬ CURB AND GUTTER
  - ▬▬▬ SIDEWALK
  - ▬▬▬ POTENTIAL ROW ACQUISITION



NOT FOR CONSTRUCTION

Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_57.dwg  
cheriffa  
Dec 13, 2021 - 12:00pm

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY CHA
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No. :2000015	

SCALE:  
AS SHOWN

8a-56

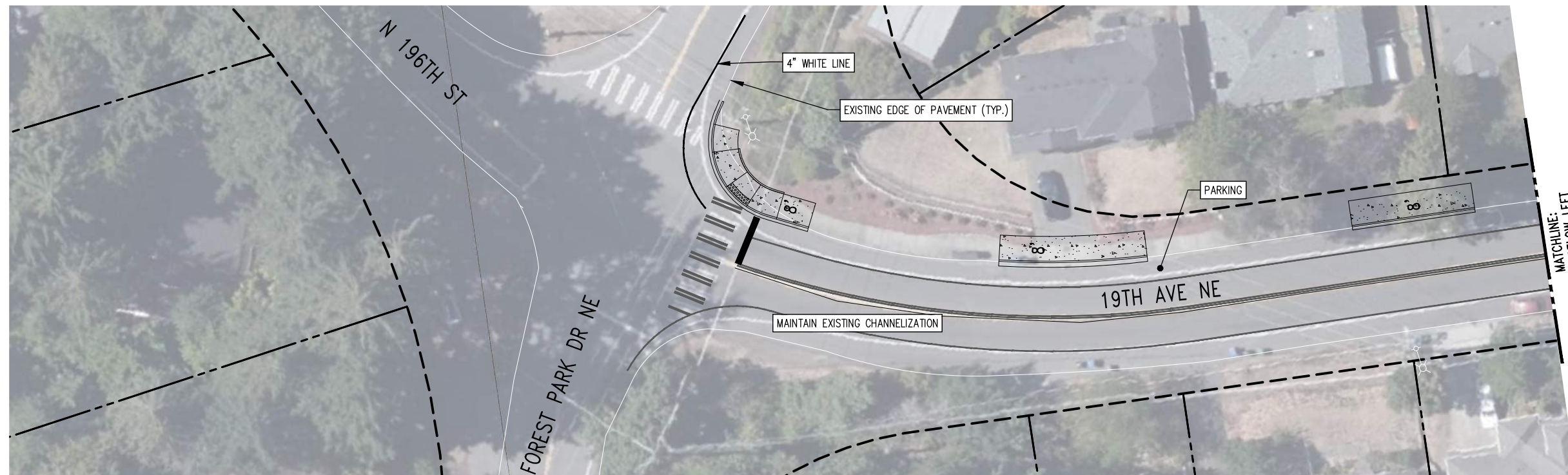
**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA

**#57 - MERIDIAN AVE N (N 194TH ST TO N 205TH ST)**  
CONCEPTUAL DESIGN

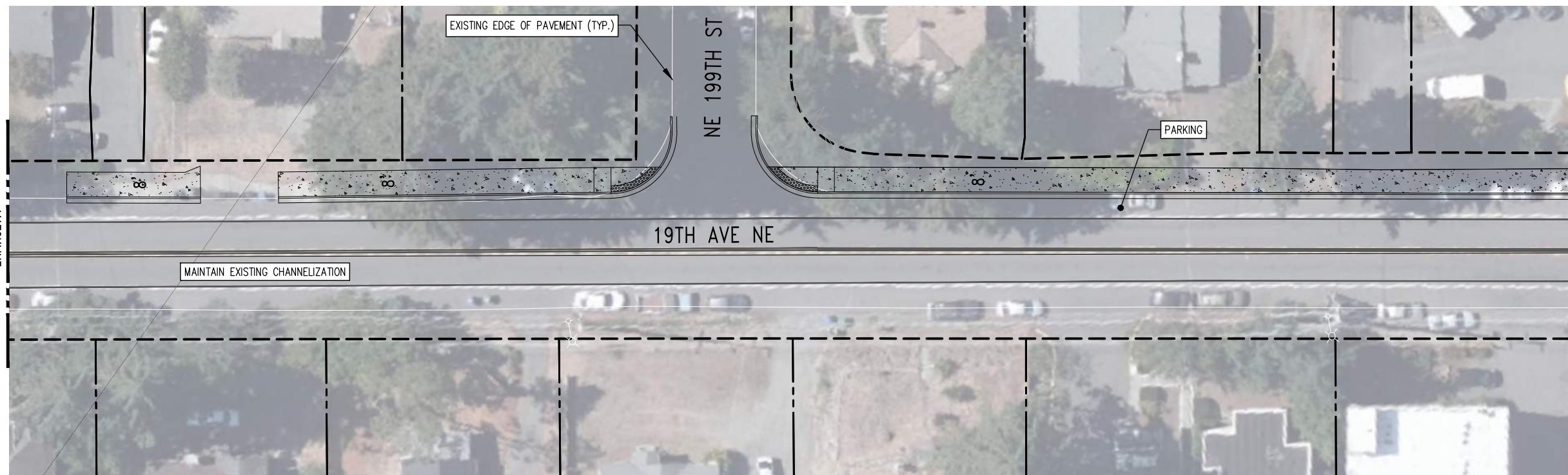
SHEET

**57-3**

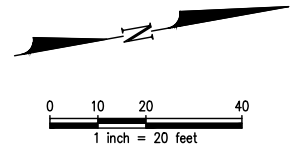
NE 1/4 SEC. 2 T26N R3E



- LEGEND**
- RIGHT OF WAY
  - PARCEL (APPROX)
  - CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
  - CURB AND GUTTER
  - SIDEWALK
  - AMENITY ZONE



NOT FOR CONSTRUCTION



Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_73.dwg

Nov 30, 2021 - 9:15am cherfla

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY XXX
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No.: 2000015	

SCALE:  
AS SHOWN



8a-57



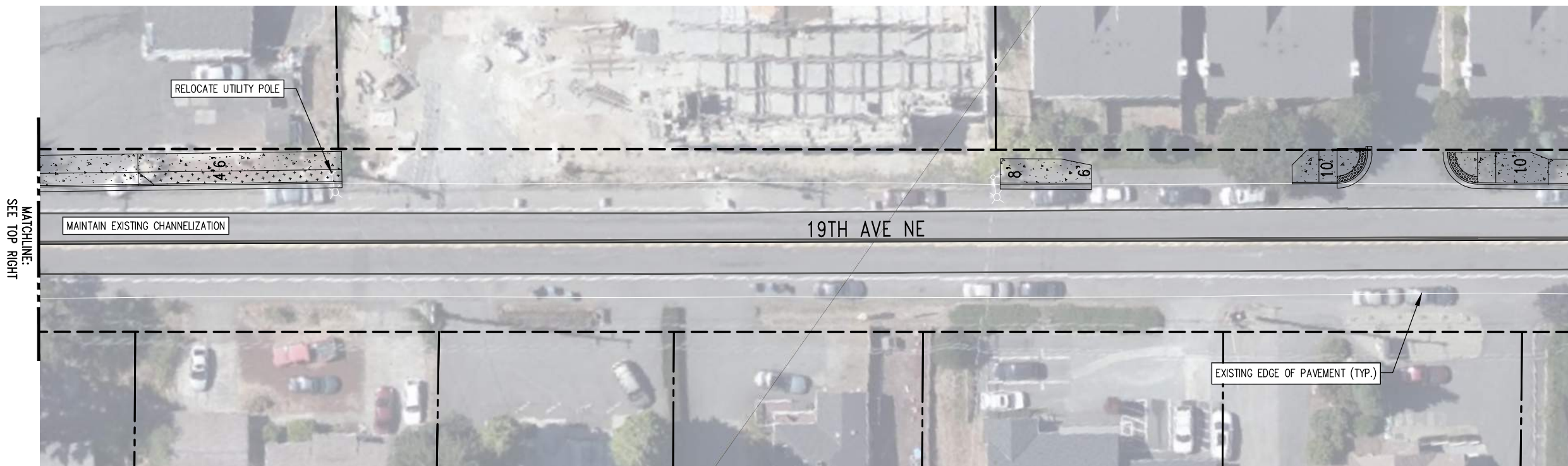
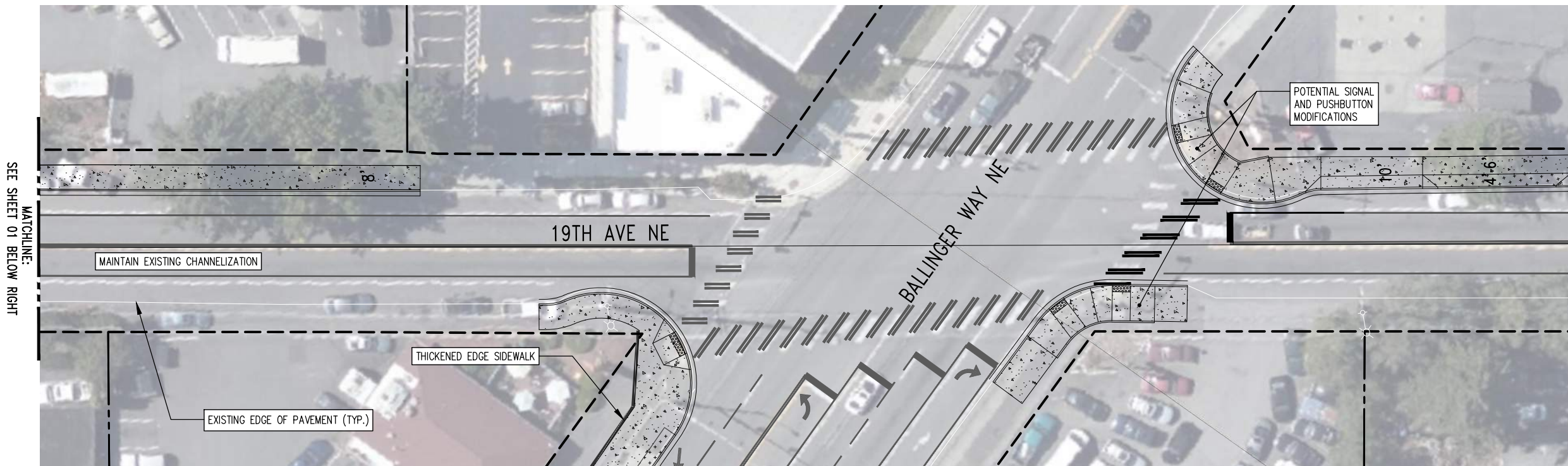
**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA

**#73 - 19TH AVE NE (NE 196TH ST TO NE 244TH ST SW)**  
**CONCEPTUAL DESIGN**

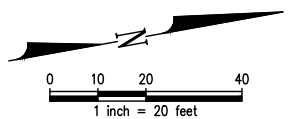
SHEET  
**73-1**

NE 1/4 SEC. 2 T26N R3E

- LEGEND**
- RIGHT OF WAY
  - PARCEL (APPROX)
  - CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
  - CURB AND GUTTER
  - SIDEWALK
  - AMENITY ZONE



NOT FOR CONSTRUCTION



Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_73.dwg

cherfla

Nov 30, 2021 - 9:15am

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY XXX
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No.: 2000015	

SCALE:  
AS SHOWN

8a-58

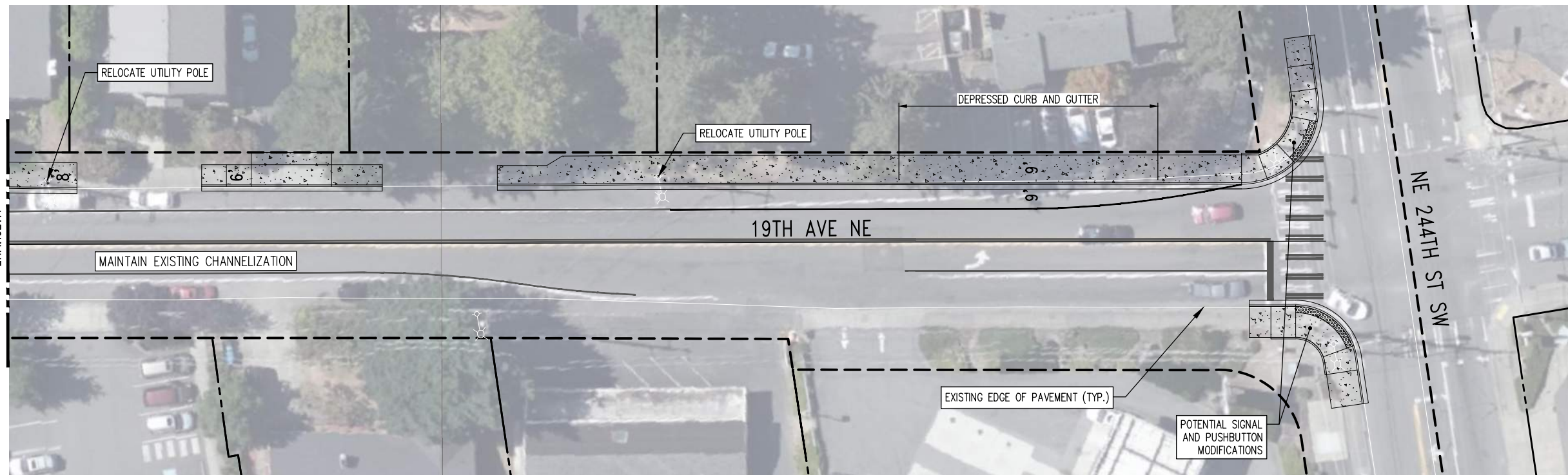
**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA

**#73 - 19TH AVE NE (NE 196TH ST TO NE 244TH ST SW)**  
CONCEPTUAL DESIGN

SHEET

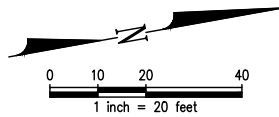
**73-2**

NE 1/4 SEC. 2 T26N R3E



- LEGEND**
- RIGHT OF WAY
  - - - - - PARCEL (APPROX)
  - ==== CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
  - ==== CURB AND GUTTER
  - [Pattern] SIDEWALK
  - [Pattern] AMENITY ZONE

NOT FOR CONSTRUCTION



Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_73.dwg  
Nov 30, 2021 - 9:15am  
chorifla

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY XXX
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No. :2000015	

SCALE:  
AS SHOWN



8a-59

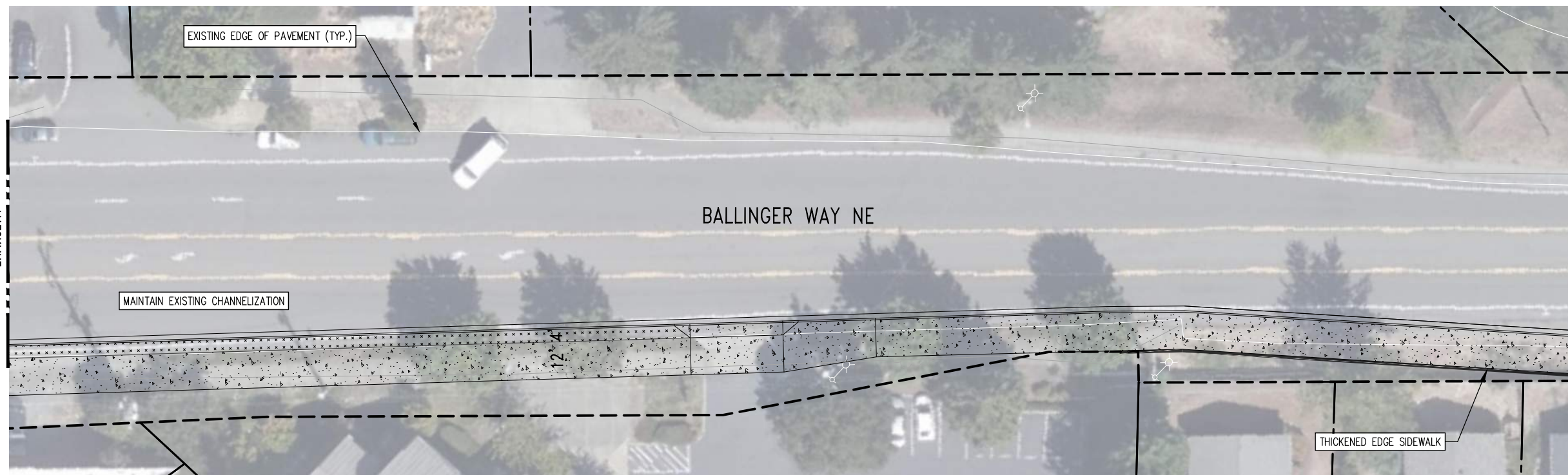
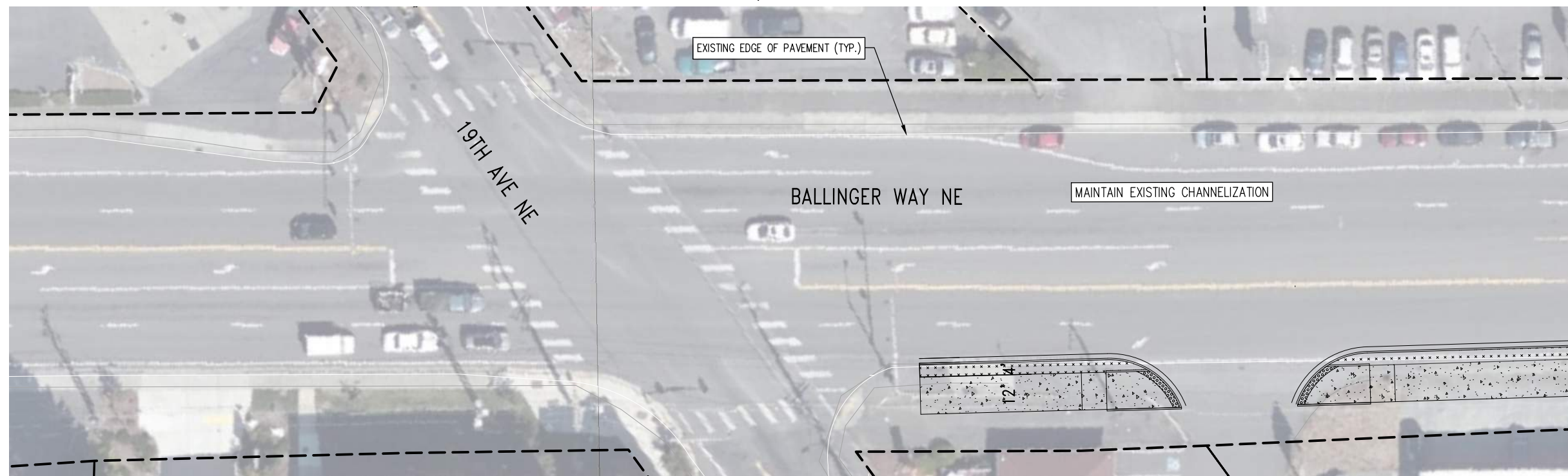


**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA

**#73 - 19TH AVE NE (NE 196TH ST TO NE 244TH ST SW)**  
**CONCEPTUAL DESIGN**

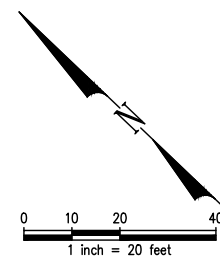
SHEET  
**73-3**

NE 1/4 SEC. 2 T26N R3E



- LEGEND**
- RIGHT OF WAY
  - - - - - PARCEL (APPROX)
  - ▬▬▬ POTENTIAL WALL
  - ▬▬▬ CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
  - ▬▬▬ CURB AND GUTTER
  - ▬▬▬ SIDEWALK
  - ▬▬▬ AMENITY ZONE
  - ▬▬▬ POTENTIAL ROW ACQUISITION

NOT FOR CONSTRUCTION



Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_74.dwg

CharlieA

Nov 18, 2021 - 8:33am

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY XXX
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No.: 2000015	

**811**  
Know what's below.  
Call before you dig.

SCALE:  
AS SHOWN

**kpff**

8a-60

**CITY OF SHORELINE**

**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA

**#74 - BALLINGER WAY NE (19TH AVE NE TO 25TH AVE NE)**  
CONCEPTUAL DESIGN

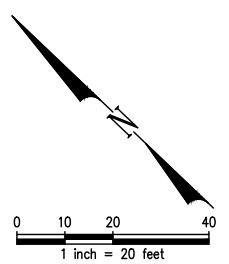
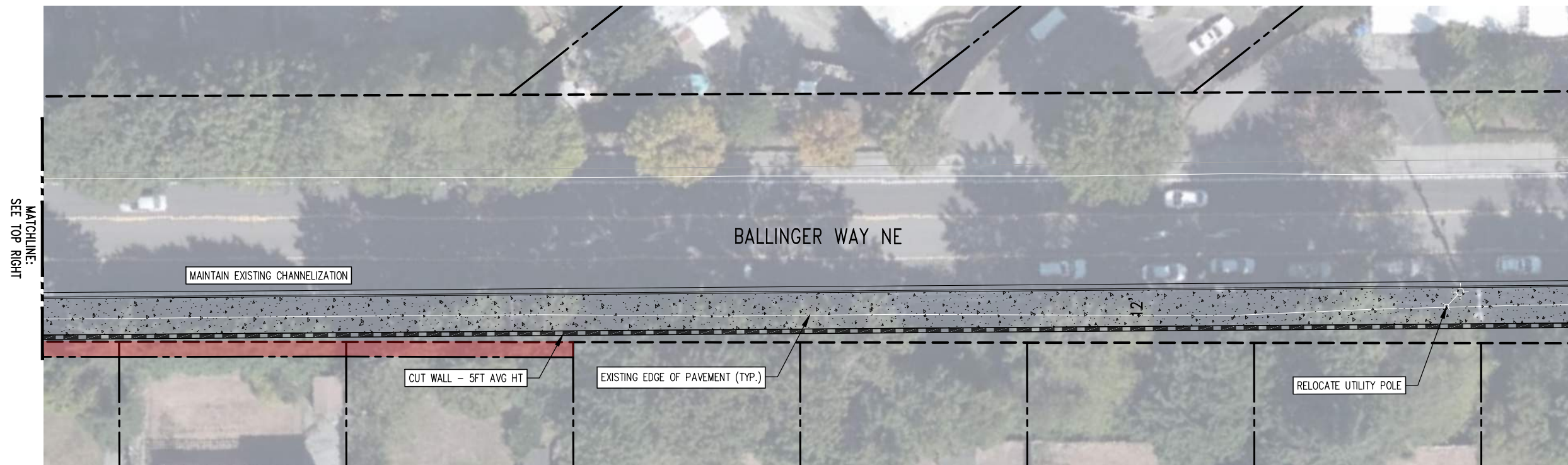
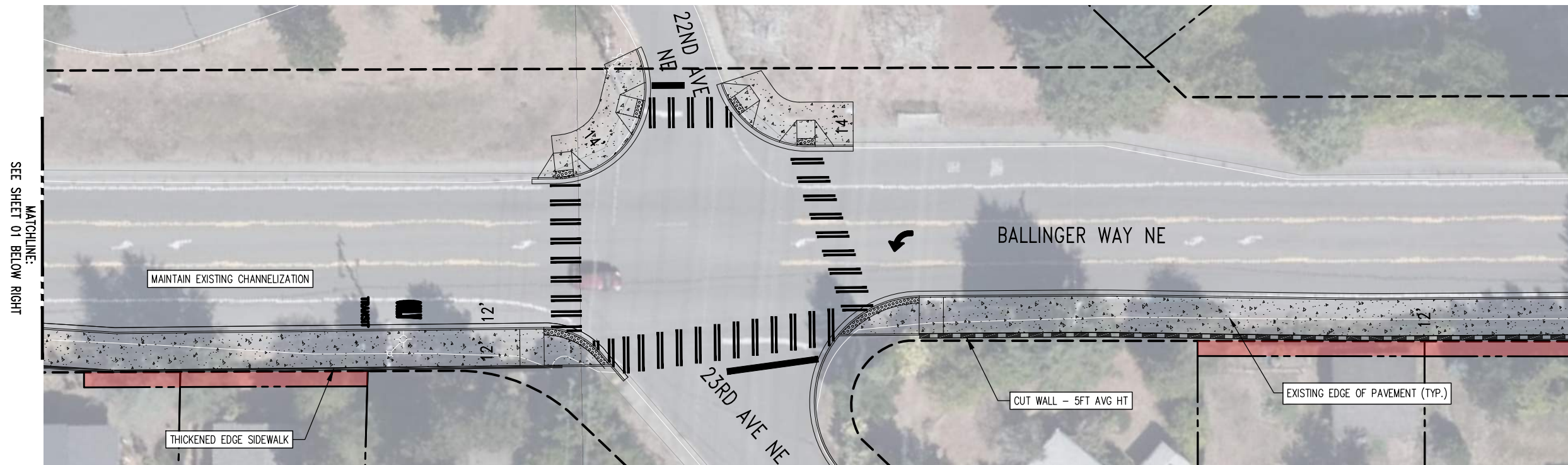
SHEET

**74-1**



NE 1/4 SEC. 2 T26N R3E

- LEGEND**
- RIGHT OF WAY
  - PARCEL (APPROX)
  - POTENTIAL WALL
  - CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
  - CURB AND GUTTER
  - SIDEWALK
  - AMENITY ZONE
  - POTENTIAL ROW ACQUISITION



NOT FOR CONSTRUCTION

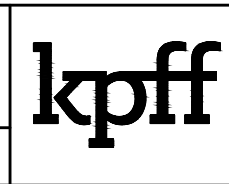
Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_74.dwg  
CharlieA  
Nov 18, 2021 - 8:33am

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY XXX
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No.: 2000015	

811  
Know what's below.  
Call before you dig.

SCALE:  
AS SHOWN



8a-61

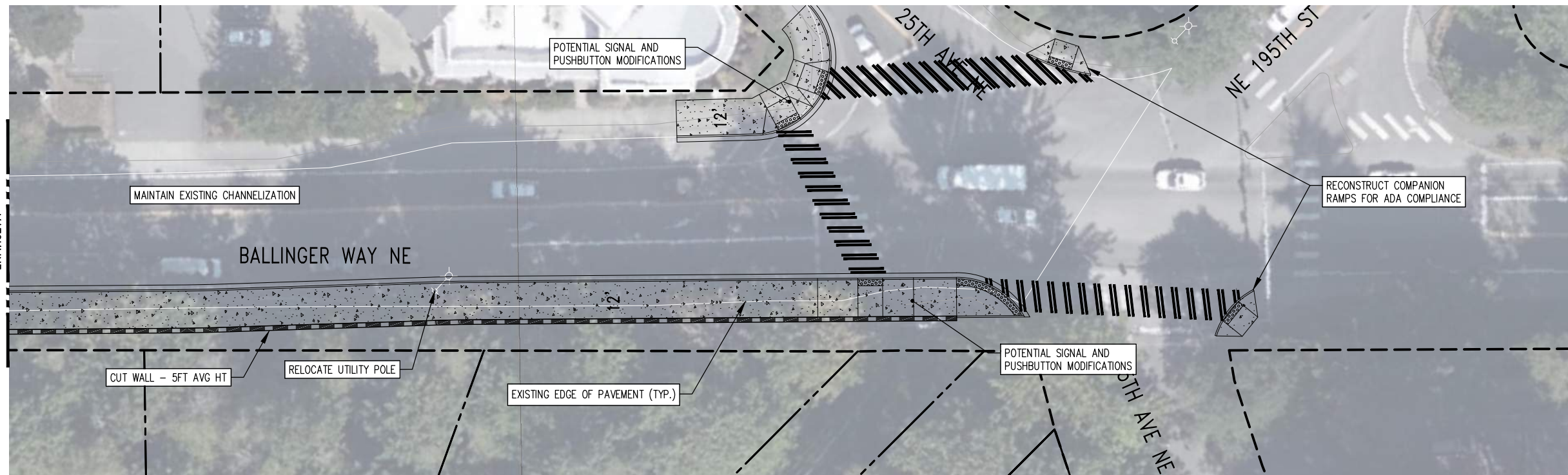


**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA

**#74 - BALLINGER WAY NE (19TH AVE NE TO 25TH AVE NE)**  
CONCEPTUAL DESIGN

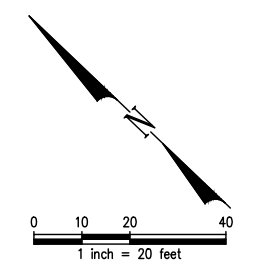
SHEET  
**74-2**

NE 1/4 SEC. 2 T26N R3E



- LEGEND**
- RIGHT OF WAY
  - PARCEL (APPROX)
  - POTENTIAL WALL
  - CURB WALL / THICKENED EDGE (AS NOTED ON PLAN)
  - CURB AND GUTTER
  - SIDEWALK
  - AMENITY ZONE
  - POTENTIAL ROW ACQUISITION

NOT FOR CONSTRUCTION

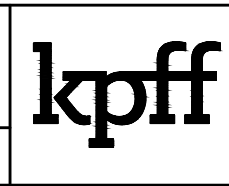


Nov 18, 2021 - 8:33am CharlieA Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_74.dwg

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY XXX
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No.: 2000015	

SCALE:  
AS SHOWN



8a-62

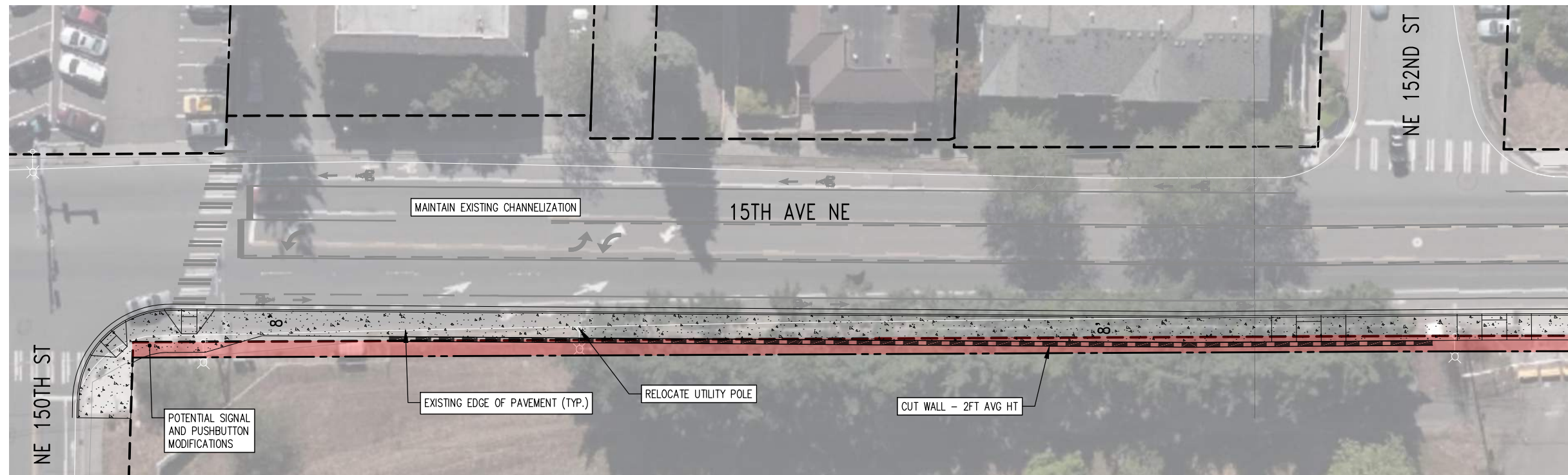


**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA

**#74 - BALLINGER WAY NE (19TH AVE NE TO 25TH AVE NE)**  
CONCEPTUAL DESIGN

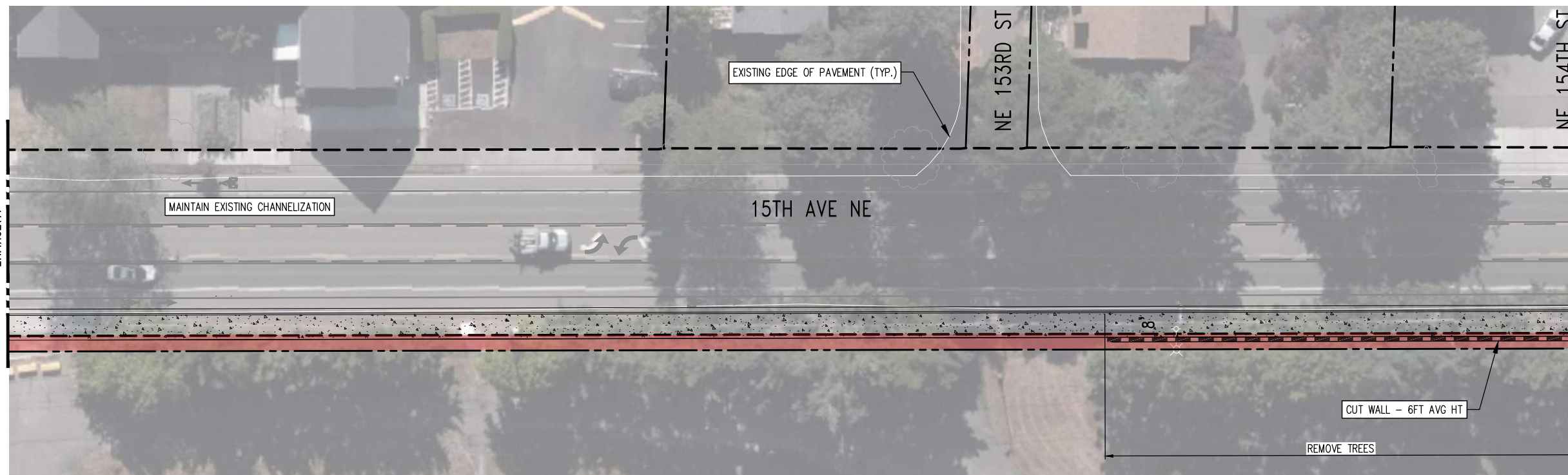
SHEET  
**74-3**

NE 1/4 SEC. 2 T26N R3E

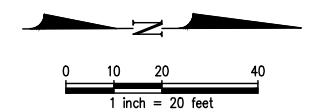


- LEGEND**
- RIGHT OF WAY
  - PARCEL (APPROX)
  - POTENTIAL WALL
  - CURB AND GUTTER
  - SIDEWALK
  - POTENTIAL ROW ACQUISITION

MATCHLINE:  
SEE BELOW LEFT



MATCHLINE:  
SEE SHEET 02 TOP LEFT



NOT FOR CONSTRUCTION

Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_98.dwg

Dec 10, 2021 - 9:53am

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY XXX
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No.: 2000015	

SCALE:  
AS SHOWN

8a-63

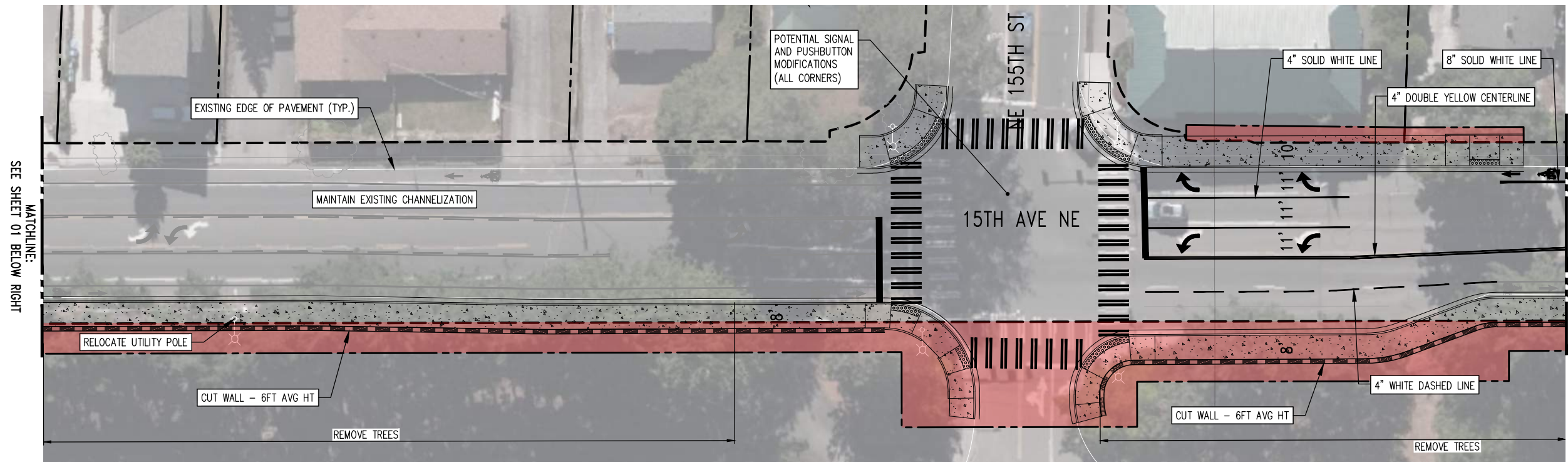
**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA

**#98 - 15TH AVE NE (NE 150TH ST TO NE 160TH ST)**  
**CONCEPTUAL DESIGN**

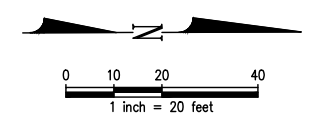
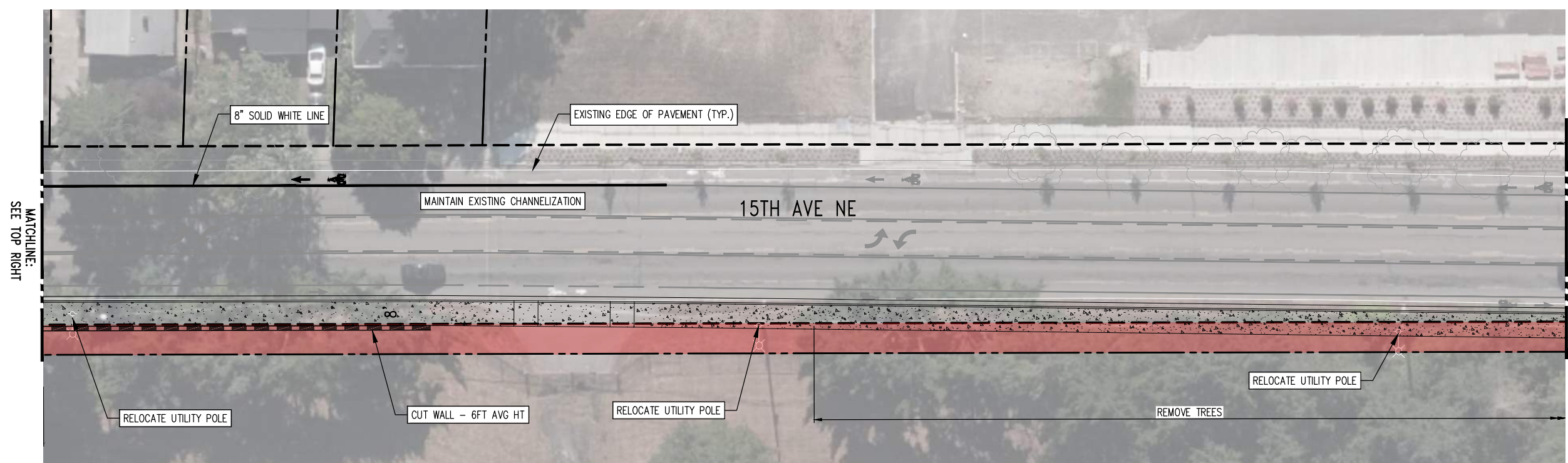
SHEET

**98-1**

NE 1/4 SEC. 2 T26N R3E



- LEGEND**
- RIGHT OF WAY
  - PARCEL (APPROX)
  - POTENTIAL WALL
  - CURB AND GUTTER
  - SIDEWALK
  - POTENTIAL ROW ACQUISITION

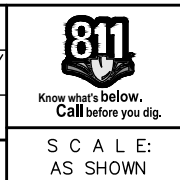


NOT FOR CONSTRUCTION

Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_98.dwg  
charliea  
Dec-10-2021 9:53am

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO  
DESIGNED BY XXX  
CHECKED BY NDA  
APPROVED BY RJL  
DATE X/X/2021  
J O B No. :2000015



8a-64

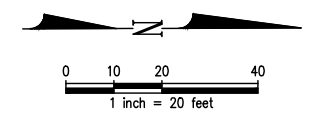
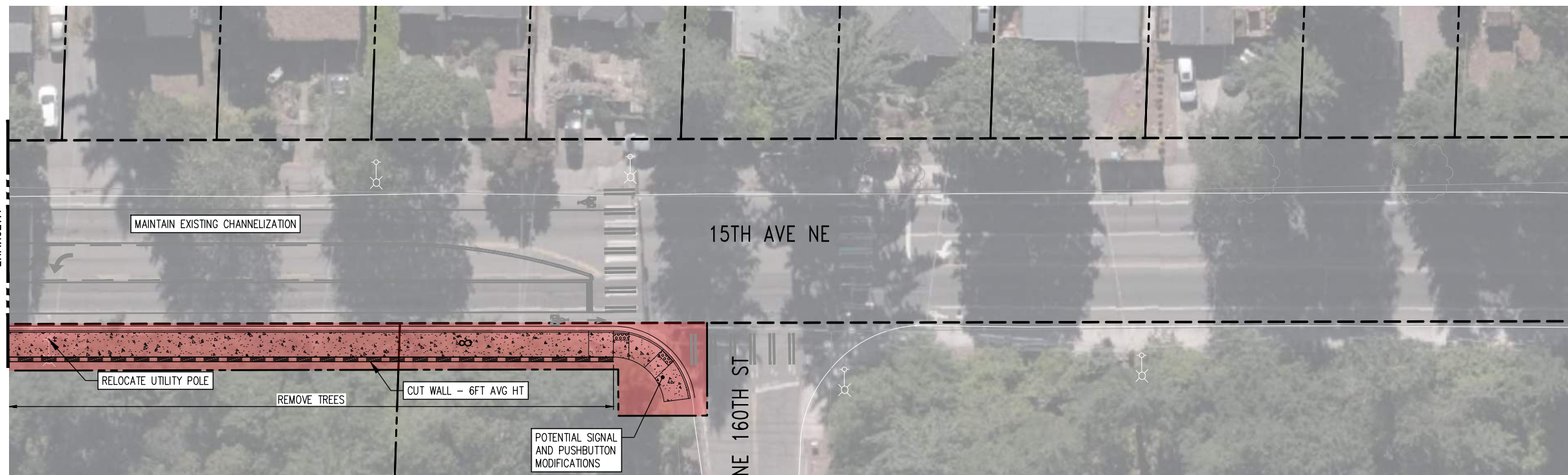
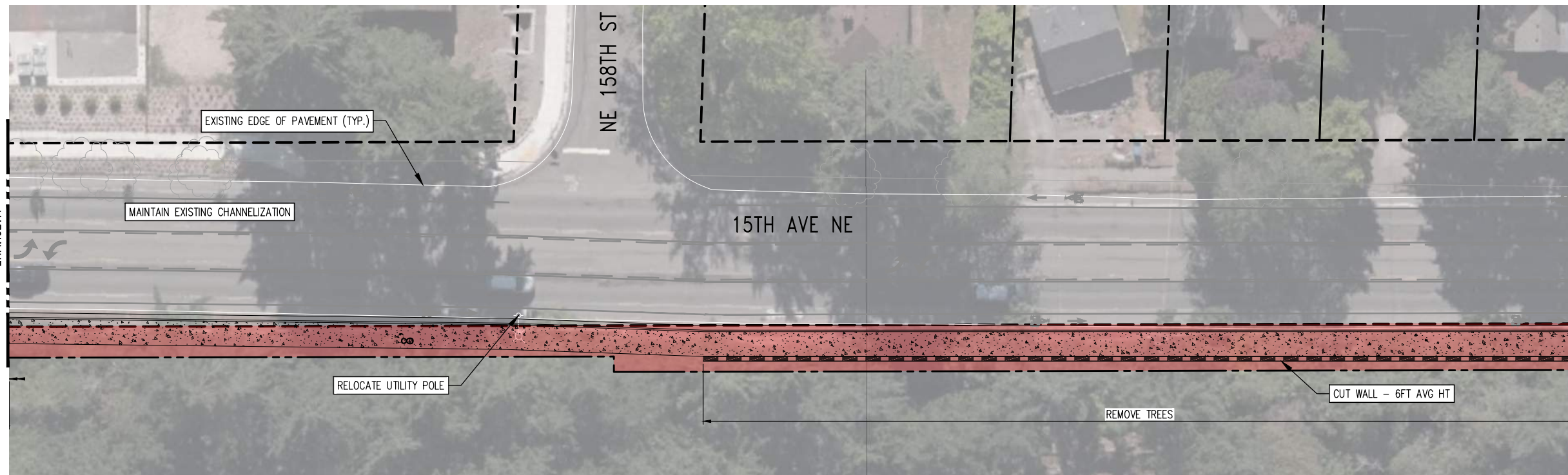


**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA  
**#98 - 15TH AVE NE (NE 150TH ST TO NE 160TH ST)**  
**CONCEPTUAL DESIGN**

SHEET  
**98-2**

NE 1/4 SEC. 2 T26N R3E

- LEGEND**
- RIGHT OF WAY
  - PARCEL (APPROX)
  - POTENTIAL WALL
  - CURB AND GUTTER
  - SIDEWALK
  - POTENTIAL ROW ACQUISITION



NOT FOR CONSTRUCTION

Z:\2000001-2009999\2000015 Shoreline New Sidewalk Plan\CAD\Sheets\Conceptual Design\_98.dwg

Dec 10, 2021 - 9:53am cheriffa

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY JYO	DESIGNED BY XXX
CHECKED BY NDA	APPROVED BY RJL
DATE X/X/2021	
JOB No.: 2000015	

SCALE:  
AS SHOWN



8a-65



**NEW SIDEWALK IMPLEMENTATION PLAN**  
SHORELINE, WA

#98 - 15TH AVE NE (NE 150TH ST TO NE 160TH ST)  
CONCEPTUAL DESIGN

SHEET  
**98-3**

# Appendix B

Preliminary Cost Estimates





Client: City of Shoreline  
 Project: New Sidewalk Implementation Plan  
 4A - 20th Ave NW: Saltwater Park to NW 195th St  
 Job #: 2000015  
 By: C. Angell / N. Anderson  
 KPFF Consulting Engineers  
 Date: 11/30/2021



**Engineer's Estimate of Probable Cost**  
**Conceptual Design Submittal**

ITEM NO.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL COST
<b>ROADWAY</b>					
001	MOBILIZATION	1	LS	\$55,000.00	\$55,000.00
002	CONSTRUCTION SURVEYING	1	LS	\$20,000.00	\$20,000.00
003	SPCC PLAN	1	LS	\$2,000.00	\$2,000.00
004	SWPPP PREPARATION AND MAINTENANCE	1	LS	\$5,000.00	\$5,000.00
005	PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$50,000.00	\$50,000.00
006	EROSION/WATER POLLUTION CONTROL	1	LS	\$10,000.00	\$10,000.00
007	CLEARING AND GRUBBING	1	LS	\$10,000.00	\$10,000.00
008	REMOVE TREE	2	EA	\$1,500.00	\$3,000.00
009	REMOVAL OF STRUCTURE AND OBSTRUCTIONS	1	LS	\$10,000.00	\$10,000.00
010	ROADWAY EXCAVATION INCL. HAUL	680	CY	\$60.00	\$40,800.00
011	REMOVING CHANNELIZATION	1	LS	\$5,000.00	\$5,000.00
012	CRUSHED SURFACING TOP COURSE	190	TN	\$40.00	\$7,600.00
013	CRUSHED SURFACING BASE COURSE	130	TN	\$40.00	\$5,200.00
014	HMA Cl. 3/8" PG 58H-22	45	TN	\$150.00	\$6,750.00
015	HMA Cl. 1/2" PG 58H-22	85	TN	\$150.00	\$12,750.00
016	STORM DRAINAGE	1	LS	\$100,000.00	\$100,000.00
017	TYPE A CURB AND GUTTER	1,400	LF	\$50.00	\$70,000.00
018	CEMENT CONC. PEDESTRIAN CURB	40	LF	\$40.00	\$1,600.00
019	CEMENT CONC. CURB RAMP, PARALLEL	2	EA	\$4,000.00	\$8,000.00
020	CEMENT CONC. CURB RAMP, PERPENDICULAR	5	EA	\$4,000.00	\$20,000.00
021	PERMEABLE SIDEWALK	1,440	SY	\$150.00	\$216,000.00
022	PERMEABLE BALLAST	890	TN	\$55.00	\$48,950.00
023	RESIDENTIAL DRIVEWAY	11	EA	\$5,000.00	\$55,000.00
024	PERMANENT SIGNING	1	LS	\$5,000.00	\$5,000.00
025	PAINT LINE	3,670	LF	\$2.00	\$7,340.00
026	PLASTIC CROSSWALK LINE	510	SF	\$9.00	\$4,590.00
027	PLASTIC STOP LINE	34	LF	\$15.00	\$510.00
028	THICKENED EDGE SIDEWALK	269	LF	\$100.00	\$26,900.00
<b>Construction Cost Subtotal</b>					<b>\$806,990.00</b>
		Design Contingency	25%		<b>\$202,000.00</b>
		Sales Tax	0%		<b>\$0.00</b>
<b>Total Construction Cost</b>					<b>\$1,008,990.00</b>
Temporary Construction Easements (Approximate)		5%			\$50,500.00
Design Engineering		15%			\$151,348.50
Construction Management		10%			\$100,899.00
<b>Total Project Cost</b>					<b>\$ 1,311,737.50</b>



Client: City of Shoreline  
 Project: New Sidewalk Implementation Plan  
 4B - 20th Ave NW: Saltwater Park to NW 195th St  
 Job #: 2000015  
 By: C. Angell / N. Anderson  
 KPFF Consulting Engineers  
 Date: 11/30/2021



**Engineer's Estimate of Probable Cost**  
**Conceptual Design Submittal**

ITEM NO.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL COST
<b>ROADWAY</b>					
001	MOBILIZATION	1	LS	\$25,000.00	\$25,000.00
002	CONSTRUCTION SURVEYING	1	LS	\$20,000.00	\$20,000.00
003	SPCC PLAN	1	LS	\$2,000.00	\$2,000.00
004	SWPPP PREPARATION AND MAINTENANCE	1	LS	\$5,000.00	\$5,000.00
005	PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$50,000.00	\$50,000.00
006	EROSION/WATER POLLUTION CONTROL	1	LS	\$10,000.00	\$10,000.00
007	CLEARING AND GRUBBING	1	LS	\$10,000.00	\$10,000.00
008	REMOVE TREE	2	EA	\$1,500.00	\$3,000.00
009	REMOVAL OF STRUCTURE AND OBSTRUCTIONS	1	LS	\$10,000.00	\$10,000.00
010	ROADWAY EXCAVATION INCL. HAUL	460	CY	\$60.00	\$27,600.00
011	REMOVING CHANNELIZATION	1	LS	\$5,000.00	\$5,000.00
012	CRUSHED SURFACING TOP COURSE	290	TN	\$40.00	\$11,600.00
013	HMA Cl. 1/2" PG 58H-22	320	TN	\$150.00	\$48,000.00
014	STORM DRAINAGE	1	LS	\$50,000.00	\$50,000.00
015	EXTRUDED CURB	950	LF	\$15.00	\$14,250.00
016	PERMANENT SIGNING	1	LS	\$5,000.00	\$5,000.00
017	PAINT LINE	3,670	LF	\$2.00	\$7,340.00
018	PLASTIC CROSSWALK LINE	510	SF	\$9.00	\$4,590.00
019	PLASTIC STOP LINE	35	LF	\$15.00	\$525.00
Construction Cost Subtotal					<b>\$308,905.00</b>
Design Contingency 25%					<b>\$78,000.00</b>
Sales Tax 0%					<b>\$0.00</b>
<b>Total Construction Cost</b>					<b>\$386,905.00</b>
Temporary Construction Easements (Approximate)		5%			\$19,345.25
Design Engineering		15%			\$58,035.75
Construction Management		10%			\$38,690.50
<b>Total Project Cost</b>					<b>\$ 502,976.50</b>

Client: City of Shoreline  
 Project: New Sidewalk Implementation Plan  
 21 - 8th Ave NW: Sunset Park to Richmond Beach Rd  
 Job #: 2000015  
 By: C. Angell / N. Anderson  
 KPFF Consulting Engineers  
 Date: 11/30/2021



**Engineer's Estimate of Probable Cost**  
**Conceptual Design Submittal**

ITEM NO.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL COST
<b>ROADWAY</b>					
001	MOBILIZATION	1	LS	\$85,000.00	\$85,000.00
002	CONSTRUCTION SURVEYING	1	LS	\$20,000.00	\$20,000.00
003	SPCC PLAN	1	LS	\$2,000.00	\$2,000.00
004	SWPPP PREPARATION AND MAINTENANCE	1	LS	\$5,000.00	\$5,000.00
005	PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$110,000.00	\$110,000.00
006	EROSION/WATER POLLUTION CONTROL	1	LS	\$20,000.00	\$20,000.00
007	ESC LEAD	180	DAY	\$100.00	\$18,000.00
008	CLEARING AND GRUBBING	1	LS	\$10,000.00	\$10,000.00
009	REMOVE TREE	20	EA	\$1,500.00	\$30,000.00
010	REMOVAL OF STRUCTURE AND OBSTRUCTIONS	1	LS	\$10,000.00	\$10,000.00
011	ROADWAY EXCAVATION INCL. HAUL	1,000	CY	\$60.00	\$60,000.00
012	REMOVING CHANNELIZATION	1	LS	\$5,000.00	\$5,000.00
013	CRUSHED SURFACING TOP COURSE	480	TN	\$40.00	\$19,200.00
014	CRUSHED SURFACING BASE COURSE	320	TN	\$40.00	\$12,800.00
015	HMA Cl. 3/8" PG 58H-22	140	TN	\$150.00	\$20,960.87
016	HMA Cl. 1/2" PG 58H-22	280	TN	\$150.00	\$42,000.00
017	STORM DRAINAGE	1	LS	\$170,000.00	\$170,000.00
018	TYPE A CURB AND GUTTER	1,930	LF	\$50.00	\$96,500.00
019	CEMENT CONC. CURB RAMP, PERPENDICULAR	4	EA	\$4,000.00	\$16,000.00
020	PERMEABLE SIDEWALK	1,500	SY	\$150.00	\$225,000.00
021	PERMEABLE BALLAST	930	TN	\$55.00	\$51,150.00
022	AMENITY STRIP LANDSCAPING	3,330	SF	\$25.00	\$83,250.00
023	RESIDENTIAL DRIVEWAY	12	EA	\$5,000.00	\$60,000.00
024	PERMANENT SIGNING	1	LS	\$5,000.00	\$5,000.00
025	PAINT LINE	10,090	LF	\$2.00	\$20,180.00
026	PLASTIC CROSSWALK LINE	95	SF	\$9.00	\$855.00
027	PLASTIC STOP LINE	35	LF	\$15.00	\$525.00
<b>Construction Cost Subtotal</b>					<b>\$1,198,420.87</b>
Design Contingency 25%					<b>\$300,000.00</b>
Sales Tax 0%					<b>\$0.00</b>
<b>Total Construction Cost</b>					<b>\$1,498,420.87</b>
Temporary Construction Easements (Approximate)		5%			\$74,921.04
Design Engineering		15%			\$224,763.13
Construction Management		10%			\$149,842.09
<b>Total Project Cost</b>					<b>\$ 1,947,947.13</b>

Client: City of Shoreline  
 Project: New Sidewalk Implementation Plan  
 34 - Dayton Ave N: N178th to N Richmond Beach Rd  
 Job #: 2000015  
 By: C. Angell / N. Anderson  
 KPFF Consulting Engineers  
 Date: 11/30/2021



**Engineer's Estimate of Probable Cost**  
**Conceptual Design Submittal**

ITEM NO.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL COST
<b>ROADWAY</b>					
001	MOBILIZATION	1	LS	\$200,000.00	\$200,000.00
002	CONSTRUCTION SURVEYING	1	LS	\$30,000.00	\$30,000.00
003	SPCC PLAN	1	LS	\$2,000.00	\$2,000.00
004	SWPPP PREPARATION AND MAINTENANCE	1	LS	\$5,000.00	\$5,000.00
005	PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$120,000.00	\$120,000.00
006	EROSION/WATER POLLUTION CONTROL	1	LS	\$20,000.00	\$20,000.00
007	ESC LEAD	180	DAY	\$100.00	\$18,000.00
008	CLEARING AND GRUBBING	1	LS	\$15,000.00	\$15,000.00
009	REMOVE TREE	25	EA	\$1,500.00	\$37,500.00
010	REMOVAL OF STRUCTURE AND OBSTRUCTIONS	1	LS	\$10,000.00	\$10,000.00
011	ROADWAY EXCAVATION INCL. HAUL	1,640	CY	\$60.00	\$98,400.00
012	REMOVING CHANNELIZATION	1	LS	\$5,000.00	\$5,000.00
013	CRUSHED SURFACING TOP COURSE	480	TN	\$40.00	\$19,200.00
014	CRUSHED SURFACING BASE COURSE	320	TN	\$40.00	\$12,800.00
015	HMA Cl. 3/8" PG 58H-22	110	TN	\$150.00	\$16,500.00
016	HMA Cl. 1/2" PG 58H-22	220	TN	\$150.00	\$33,000.00
017	STORM DRAINAGE	1	LS	\$250,000.00	\$250,000.00
018	TYPE A CURB AND GUTTER	3,550	LF	\$50.00	\$177,500.00
019	CEMENT CONC. PEDESTRIAN CURB	200	LF	\$40.00	\$8,000.00
020	CEMENT CONC. CURB RAMP, PARALLEL	3	EA	\$4,000.00	\$12,000.00
021	CEMENT CONC. CURB RAMP, PERPENDICULAR	5	EA	\$4,000.00	\$20,000.00
022	PERMEABLE SIDEWALK	3,410	SY	\$150.00	\$511,500.00
023	PERMEABLE BALLAST	2,100	TN	\$55.00	\$115,500.00
024	RESIDENTIAL DRIVEWAY	11	EA	\$5,000.00	\$55,000.00
025	PERMANENT SIGNING	1	LS	\$10,000.00	\$10,000.00
026	PAINT LINE	3,100	LF	\$2.00	\$6,200.00
027	PLASTIC CROSSWALK LINE	810	SF	\$9.00	\$7,290.00
028	PLASTIC STOP LINE	16	LF	\$15.00	\$240.00
<b>WALLS</b>					
029	GRAVITY BLOCK WALL	7,647	SF	\$120.00	\$917,592.00
030	CURB WALL	493	LF	\$100.00	\$49,300.00
031	THICKENED EDGE SIDEWALK	593	LF	\$100.00	\$59,300.00
Construction Cost Subtotal					<b>\$2,841,822.00</b>
Design Contingency 25%					<b>\$711,000.00</b>
Sales Tax 0%					<b>\$0.00</b>
<b>Total Construction Cost</b>					<b>\$3,552,822.00</b>
Temporary Construction Easements (Approximate)		5%			\$177,641.10
Design Engineering		15%			\$532,923.30
Construction Management		10%			\$355,282.20
<b>Total Project Cost</b>					<b>\$ 4,618,668.60</b>

Client: City of Shoreline  
 Project: New Sidewalk Implementation Plan  
 35B - Dayton Ave: N 155th to N 160th  
 Job #: 2000015  
 By: C. Angell / N. Anderson  
 KPFF Consulting Engineers  
 Date: 11/30/2021



**Engineer's Estimate of Probable Cost**  
**Conceptual Design Submittal**

ITEM NO.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL COST
<b>ROADWAY</b>					
001	MOBILIZATION	1	LS	\$60,000.00	\$60,000.00
002	CONSTRUCTION SURVEYING	1	LS	\$20,000.00	\$20,000.00
003	SPCC PLAN	1	LS	\$2,000.00	\$2,000.00
004	SWPPP PREPARATION AND MAINTENANCE	1	LS	\$5,000.00	\$5,000.00
005	PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$80,000.00	\$80,000.00
006	EROSION/WATER POLLUTION CONTROL	1	LS	\$20,000.00	\$20,000.00
007	ESC LEAD	180	DAY	\$100.00	\$18,000.00
008	CLEARING AND GRUBBING	1	LS	\$15,000.00	\$15,000.00
009	REMOVAL OF STRUCTURE AND OBSTRUCTIONS	1	LS	\$10,000.00	\$10,000.00
010	ROADWAY EXCAVATION INCL. HAUL	590	CY	\$60.00	\$35,400.00
011	REMOVING CHANNELIZATION	1	LS	\$5,000.00	\$5,000.00
012	CRUSHED SURFACING TOP COURSE	190	TN	\$40.00	\$7,600.00
013	CRUSHED SURFACING BASE COURSE	130	TN	\$40.00	\$5,200.00
014	HMA Cl. 3/8" PG 58H-22	50	TN	\$150.00	\$7,500.00
015	HMA Cl. 1/2" PG 58H-22	90	TN	\$150.00	\$13,500.00
016	STORM DRAINAGE	1	LS	\$120,000.00	\$120,000.00
017	TYPE A CURB AND GUTTER	1,360	LF	\$50.00	\$68,000.00
018	CEMENT CONC. CURB RAMP, PERPENDICULAR	11	EA	\$4,000.00	\$44,000.00
019	PERMEABLE SIDEWALK	1,170	SY	\$150.00	\$175,500.00
020	PERMEABLE BALLAST	720	TN	\$55.00	\$39,600.00
021	RESIDENTIAL DRIVEWAY	8	EA	\$5,000.00	\$40,000.00
022	PERMANENT SIGNING	1	LS	\$5,000.00	\$5,000.00
023	PLASTIC CROSSWALK LINE	570	SF	\$9.00	\$5,130.00
<b>WALLS</b>					
024	GRAVITY BLOCK WALL	140	SF	\$120.00	\$16,800.00
025	CURB WALL	20	LF	\$100.00	\$2,000.00
026	THICKENED EDGE SIDEWALK	35	LF	\$100.00	\$3,500.00
Construction Cost Subtotal					<b>\$823,730.00</b>
Design Contingency 25%					<b>\$206,000.00</b>
Sales Tax 0%					<b>\$0.00</b>
<b>Total Construction Cost</b>					<b>\$1,029,730.00</b>
Temporary Construction Easements (Approximate)		5%			\$51,486.50
Design Engineering		15%			\$154,459.50
Construction Management		10%			\$102,973.00
<b>Total Project Cost</b>					<b>\$ 1,338,649.00</b>

Client: City of Shoreline  
 Project: New Sidewalk Implementation Plan  
 40 - Westminster Way N: N 145th St to N 153rd St  
 Job #: 2000015  
 By: C. Angell / N. Anderson  
 KPFF Consulting Engineers  
 Date: 11/30/2021



**Engineer's Estimate of Probable Cost**  
**Conceptual Design Submittal**

ITEM NO.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL COST
<b>ROADWAY</b>					
001	MOBILIZATION	1	LS	\$180,000.00	\$180,000.00
002	CONSTRUCTION SURVEYING	1	LS	\$50,000.00	\$50,000.00
003	SPCC PLAN	1	LS	\$2,000.00	\$2,000.00
004	SWPPP PREPARATION AND MAINTENANCE	1	LS	\$5,000.00	\$5,000.00
005	PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$190,000.00	\$190,000.00
006	EROSION/WATER POLLUTION CONTROL	1	LS	\$20,000.00	\$20,000.00
007	ESC LEAD	180	DAY	\$100.00	\$18,000.00
008	CLEARING AND GRUBBING	1	LS	\$15,000.00	\$15,000.00
009	REMOVE TREE	12	EA	\$1,500.00	\$18,000.00
010	REMOVAL OF STRUCTURE AND OBSTRUCTIONS	1	LS	\$10,000.00	\$10,000.00
011	ROADWAY EXCAVATION INCL. HAUL	1,490	CY	\$60.00	\$89,400.00
012	REMOVING CHANNELIZATION	1	LS	\$5,000.00	\$5,000.00
013	CRUSHED SURFACING TOP COURSE	380	TN	\$40.00	\$15,200.00
014	CRUSHED SURFACING BASE COURSE	260	TN	\$40.00	\$10,400.00
015	HMA CI. 3/8" PG 58H-22	90	TN	\$150.00	\$13,500.00
016	HMA CI. 1/2" PG 58H-22	180	TN	\$150.00	\$27,000.00
017	STORM DRAINAGE	1	LS	\$280,000.00	\$280,000.00
018	TYPE A CURB AND GUTTER	2,840	LF	\$50.00	\$142,000.00
019	CEMENT CONC. PEDESTRIAN CURB	220	LF	\$40.00	\$8,800.00
020	CEMENT CONC. CURB RAMP, PARALLEL	4	EA	\$4,000.00	\$16,000.00
021	CEMENT CONC. CURB RAMP, PERPENDICULAR	2	EA	\$4,000.00	\$8,000.00
022	CEMENT CONC. CURB RAMP, DIRECTIONAL	11	EA	\$4,000.00	\$44,000.00
023	PERMEABLE SIDEWALK	3,170	SY	\$150.00	\$475,500.00
024	PERMEABLE BALLAST	1,960	TN	\$55.00	\$107,800.00
025	AMENITY STRIP LANDSCAPING	2,060	SF	\$25.00	\$51,500.00
026	RESIDENTIAL DRIVEWAY	5	EA	\$5,000.00	\$25,000.00
027	PERMANENT SIGNING	1	LS	\$10,000.00	\$10,000.00
028	PAINT LINE	160	LF	\$2.00	\$320.00
029	PLASTIC CROSSWALK LINE	1,010	SF	\$9.00	\$9,090.00
030	PLASTIC STOP LINE	70	LF	\$15.00	\$1,050.00
031	SIGNAL MODIFICATIONS	1	LS	\$150,000.00	\$150,000.00
<b>WALLS</b>					
032	GRAVITY BLOCK WALL	4,370	SF	\$120.00	\$524,400.00
033	CURB WALL	0	LF	\$100.00	\$0.00
034	THICKENED EDGE SIDEWALK	40	LF	\$100.00	\$4,000.00
<b>Construction Cost Subtotal</b>					<b>\$2,525,960.00</b>
				Design Contingency	25%
					<b>\$632,000.00</b>
				Sales Tax	0%
					<b>\$0.00</b>
<b>Total Construction Cost</b>					<b>\$3,157,960.00</b>
	Right of Way Acquisition (Approximate)	1,500	SF	\$70.00	\$105,000.00
	Temporary Construction Easements (Approximate)	5%			\$157,898.00
	Design Engineering	15%			\$473,694.00
	Construction Management	10%			\$315,796.00
<b>Total Project Cost</b>					<b>\$ 4,210,348.00</b>

Client: City of Shoreline  
 Project: New Sidewalk Implementation Plan  
 48 - Linden Ave N: N 175th St to N 185th St  
 Job #: 2000015  
 By: C. Angell / N. Anderson  
 KPFF Consulting Engineers  
 Date: 11/30/2021



**Engineer's Estimate of Probable Cost**  
**Conceptual Design Submittal**

ITEM NO.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL COST
<b>ROADWAY</b>					
001	MOBILIZATION	1	LS	\$110,000.00	\$110,000.00
002	CONSTRUCTION SURVEYING	1	LS	\$30,000.00	\$30,000.00
003	SPCC PLAN	1	LS	\$2,000.00	\$2,000.00
004	SWPPP PREPARATION AND MAINTENANCE	1	LS	\$5,000.00	\$5,000.00
005	PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$100,000.00	\$100,000.00
006	EROSION/WATER POLLUTION CONTROL	1	LS	\$20,000.00	\$20,000.00
007	ESC LEAD	180	DAY	\$100.00	\$18,000.00
008	CLEARING AND GRUBBING	1	LS	\$15,000.00	\$15,000.00
009	REMOVE TREE	2	EA	\$1,500.00	\$3,000.00
010	REMOVAL OF STRUCTURE AND OBSTRUCTIONS	1	LS	\$10,000.00	\$10,000.00
011	ROADWAY EXCAVATION INCL. HAUL	900	CY	\$60.00	\$54,000.00
012	REMOVING CHANNELIZATION	1	LS	\$5,000.00	\$5,000.00
013	CRUSHED SURFACING TOP COURSE	320	TN	\$40.00	\$12,800.00
014	CRUSHED SURFACING BASE COURSE	210	TN	\$40.00	\$8,383.65
015	HMA Cl. 3/8" PG 58H-22	75	TN	\$150.00	\$11,250.00
016	HMA Cl. 1/2" PG 58H-22	150	TN	\$150.00	\$22,500.00
017	STORM DRAINAGE	1	LS	\$230,000.00	\$230,000.00
018	TYPE A CURB AND GUTTER	2,360	LF	\$50.00	\$118,000.00
019	CEMENT CONC. CURB RAMP, PERPENDICULAR	13	EA	\$4,000.00	\$52,000.00
020	PERMEABLE SIDEWALK	1,770	SY	\$150.00	\$265,500.00
021	PERMEABLE BALLAST	1,090	TN	\$55.00	\$59,950.00
022	AMENITY STRIP LANDSCAPING	8,220	SF	\$25.00	\$205,500.00
023	RESIDENTIAL DRIVEWAY	16	EA	\$5,000.00	\$80,000.00
024	PERMANENT SIGNING	1	LS	\$15,000.00	\$15,000.00
025	PAINT LINE	8,670	LF	\$2.00	\$17,340.00
026	PLASTIC CROSSWALK LINE	610	SF	\$9.00	\$5,490.00
027	PLASTIC STOP LINE	50	LF	\$15.00	\$750.00
028	THICKENED EDGE SIDEWALK	863	LF	\$100.00	\$86,300.00
<b>Construction Cost Subtotal</b>					<b>\$1,562,763.65</b>
Design Contingency 25%					<b>\$391,000.00</b>
Sales Tax 0%					<b>\$0.00</b>
<b>Total Construction Cost</b>					<b>\$1,953,763.65</b>
Temporary Construction Easements (Approximate)					5% \$97,688.18
Design Engineering					15% \$293,064.55
Construction Mangagment					10% \$195,376.37
<b>Total Project Cost</b>					<b>\$ 2,539,892.75</b>

Client: City of Shoreline  
 Project: New Sidewalk Implementation Plan  
 57 - Meridian Ave N: N 194th St to N 205th St  
 Job #: 2000015  
 By: C. Angell / N. Anderson  
 KPFF Consulting Engineers  
 Date: 11/30/2021



**Engineer's Estimate of Probable Cost**  
**Conceptual Design Submittal**

ITEM NO.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL COST
<b>ROADWAY</b>					
001	MOBILIZATION	1	LS	\$130,000.00	\$130,000.00
002	CONSTRUCTION SURVEYING	1	LS	\$30,000.00	\$30,000.00
003	SPCC PLAN	1	LS	\$2,000.00	\$2,000.00
004	SWPPP PREPARATION AND MAINTENANCE	1	LS	\$5,000.00	\$5,000.00
005	PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$100,000.00	\$100,000.00
006	EROSION/WATER POLLUTION CONTROL	1	LS	\$20,000.00	\$20,000.00
007	ESC LEAD	180	DAY	\$100.00	\$18,000.00
008	CLEARING AND GRUBBING	1	LS	\$15,000.00	\$15,000.00
009	REMOVE TREE	11	EA	\$1,500.00	\$16,500.00
010	REMOVAL OF STRUCTURE AND OBSTRUCTIONS	1	LS	\$10,000.00	\$10,000.00
011	ROADWAY EXCAVATION INCL. HAUL	950	CY	\$60.00	\$57,000.00
012	REMOVING CHANNELIZATION	1	LS	\$5,000.00	\$5,000.00
013	CRUSHED SURFACING TOP COURSE	350	TN	\$40.00	\$14,000.00
014	CRUSHED SURFACING BASE COURSE	230	TN	\$40.00	\$9,200.00
015	HMA Cl. 3/8" PG 58H-22	80	TN	\$150.00	\$12,000.00
016	HMA Cl. 1/2" PG 58H-22	160	TN	\$150.00	\$24,000.00
017	STORM DRAINAGE	1	LS	\$190,000.00	\$190,000.00
018	TYPE A CURB AND GUTTER	2,570	LF	\$50.00	\$128,500.00
019	CEMENT CONC. PEDESTRIAN CURB	60	LF	\$40.00	\$2,400.00
020	CEMENT CONC. CURB RAMP, PARALLEL	3	EA	\$4,000.00	\$12,000.00
021	CEMENT CONC. CURB RAMP, PERPENDICULAR	3	EA	\$4,000.00	\$12,000.00
022	PERMEABLE SIDEWALK	1,850	SY	\$150.00	\$277,500.00
023	PERMEABLE BALLAST	1,140	TN	\$55.00	\$62,700.00
024	PERMANENT SIGNING	1	LS	\$15,000.00	\$15,000.00
025	PAINT LINE	21,080	LF	\$2.00	\$42,160.00
026	PLASTIC CROSSWALK LINE	1,000	SF	\$9.00	\$9,000.00
027	PLASTIC STOP LINE	100	LF	\$15.00	\$1,500.00
<b>WALLS</b>					
028	GRAVITY BLOCK WALL	3,250	SF	\$120.00	\$390,000.00
029	CURB WALL	90	LF	\$100.00	\$9,000.00
030	THICKENED EDGE SIDEWALK	610	LF	\$100.00	\$61,000.00
Construction Cost Subtotal					<b>\$1,680,460.00</b>
Design Contingency 25%					<b>\$421,000.00</b>
Sales Tax 0%					<b>\$0.00</b>
<b>Total Construction Cost</b>					<b>\$2,101,460.00</b>
	Right of Way Acquisition (Approximate)	11,500	SF	\$70.00	\$805,000.00
	Temporary Construction Easements (Approximate)	0%			\$0.00
	Design Engineering	15%			\$315,219.00
	Construction Management	10%			\$210,146.00
<b>Total Project Cost</b>					<b>\$ 3,431,825.00</b>

Client: City of Shoreline  
 Project: New Sidewalk Implementation Plan  
 73 - 19th Ave NE: NE 196th St to 244th St SW  
 Job #: 2000015  
 By: C. Angell / N. Anderson  
 KPFF Consulting Engineers  
 Date: 11/30/2021



**Engineer's Estimate of Probable Cost**  
**Conceptual Design Submittal**

ITEM NO.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL COST
<b>ROADWAY</b>					
001	MOBILIZATION	1	LS	\$80,000.00	\$80,000.00
002	CONSTRUCTION SURVEYING	1	LS	\$20,000.00	\$20,000.00
003	SPCC PLAN	1	LS	\$2,000.00	\$2,000.00
004	SWPPP PREPARATION AND MAINTENANCE	1	LS	\$5,000.00	\$5,000.00
005	PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$100,000.00	\$100,000.00
006	EROSION/WATER POLLUTION CONTROL	1	LS	\$20,000.00	\$20,000.00
007	ESC LEAD	180	DAY	\$100.00	\$18,000.00
008	CLEARING AND GRUBBING	1	LS	\$15,000.00	\$15,000.00
009	REMOVE TREE	10	EA	\$1,500.00	\$15,000.00
010	REMOVAL OF STRUCTURE AND OBSTRUCTIONS	1	LS	\$10,000.00	\$10,000.00
011	ROADWAY EXCAVATION INCL. HAUL	780	CY	\$60.00	\$46,800.00
012	REMOVING CHANNELIZATION	1	LS	\$5,000.00	\$5,000.00
013	CRUSHED SURFACING TOP COURSE	240	TN	\$40.00	\$9,600.00
014	CRUSHED SURFACING BASE COURSE	160	TN	\$40.00	\$6,400.00
015	HMA Cl. 3/8" PG 58H-22	60	TN	\$150.00	\$9,000.00
016	HMA Cl. 1/2" PG 58H-22	110	TN	\$150.00	\$16,500.00
017	STORM DRAINAGE	1	LS	\$150,000.00	\$150,000.00
018	TYPE A CURB AND GUTTER	1,760	LF	\$50.00	\$88,000.00
019	CEMENT CONC. PEDESTRIAN CURB	180	LF	\$40.00	\$7,200.00
020	CEMENT CONC. CURB RAMP, PARALLEL	7	EA	\$4,000.00	\$28,000.00
021	CEMENT CONC. CURB RAMP, PERPENDICULAR	3	EA	\$4,000.00	\$12,000.00
022	CEMENT CONC. CURB RAMP, DIRECTIONAL	3	EA	\$4,000.00	\$12,000.00
023	PERMEABLE SIDEWALK	1,590	SY	\$150.00	\$238,500.00
024	PERMEABLE BALLAST	980	TN	\$55.00	\$53,900.00
025	AMENITY STRIP LANDSCAPING	500	SF	\$25.00	\$12,500.00
026	RESIDENTIAL DRIVEWAY	12	EA	\$5,000.00	\$60,000.00
027	PERMANENT SIGNING	1	LS	\$5,000.00	\$5,000.00
028	PAINT LINE	310	LF	\$2.00	\$620.00
029	PLASTIC CROSSWALK LINE	90	SF	\$9.00	\$810.00
030	PLASTIC STOP LINE	30	LF	\$15.00	\$450.00
031	THICKENED EDGE SIDEWALK	58	LF	\$100.00	\$5,800.00
032	SIGNAL MODIFICATIONS	1	LS	\$200,000.00	\$200,000.00
Construction Cost Subtotal					<b>\$1,253,080.00</b>
Design Contingency 25%					<b>\$314,000.00</b>
Sales Tax 0%					<b>\$0.00</b>
<b>Total Construction Cost</b>					<b>\$1,567,080.00</b>
Temporary Construction Easements (Approximate)		5%			\$78,354.00
Design Engineering		15%			\$235,062.00
Construction Management		10%			\$156,708.00
<b>Total Project Cost</b>					<b>\$ 2,037,204.00</b>



Client: City of Shoreline  
 Project: New Sidewalk Implementation Plan: Site 74  
 74 - Ballinger Way: 19th Ave NE to 25th Ave NE  
 Job #: 2000015  
 By: C. Angell / N. Anderson  
 KPFF Consulting Engineers  
 Date: 11/30/2021



**Engineer's Estimate of Probable Cost**  
**Conceptual Design Submittal**

ITEM NO.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL COST
<b>ROADWAY</b>					
001	MOBILIZATION	1	LS	\$160,000.00	\$160,000.00
002	CONSTRUCTION SURVEYING	1	LS	\$30,000.00	\$30,000.00
003	SPCC PLAN	1	LS	\$2,000.00	\$2,000.00
004	SWPPP PREPARATION AND MAINTENANCE	1	LS	\$5,000.00	\$5,000.00
005	PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$100,000.00	\$100,000.00
006	EROSION/WATER POLLUTION CONTROL	1	LS	\$20,000.00	\$20,000.00
007	ESC LEAD	180	DAY	\$100.00	\$18,000.00
008	CLEARING AND GRUBBING	1	LS	\$15,000.00	\$15,000.00
009	REMOVE TREE	5	EA	\$1,500.00	\$7,500.00
010	REMOVAL OF STRUCTURE AND OBSTRUCTIONS	1	LS	\$10,000.00	\$10,000.00
011	ROADWAY EXCAVATION INCL. HAUL	1,310	CY	\$60.00	\$78,600.00
012	REMOVING CHANNELIZATION	1	LS	\$5,000.00	\$5,000.00
013	CRUSHED SURFACING TOP COURSE	310	TN	\$40.00	\$12,400.00
014	CRUSHED SURFACING BASE COURSE	210	TN	\$40.00	\$8,400.00
015	HMA CI. 3/8" PG 58H-22	70	TN	\$150.00	\$10,500.00
016	HMA CI. 1/2" PG 58H-22	140	TN	\$150.00	\$21,000.00
017	STORM DRAINAGE	1	LS	\$200,000.00	\$200,000.00
018	TYPE A CURB AND GUTTER	2,290	LF	\$50.00	\$114,500.00
019	CEMENT CONC. PEDESTRIAN CURB	80	LF	\$40.00	\$3,200.00
020	CEMENT CONC. CURB RAMP, PARALLEL	1	EA	\$4,000.00	\$4,000.00
021	CEMENT CONC. CURB RAMP, PERPENDICULAR	8	EA	\$4,000.00	\$32,000.00
022	CEMENT CONC. CURB RAMP, DIRECTIONAL	5	EA	\$4,000.00	\$20,000.00
023	PERMEABLE SIDEWALK	2,840	SY	\$150.00	\$426,000.00
024	PERMEABLE BALLAST	1,750	TN	\$55.00	\$96,250.00
025	AMENITY STRIP LANDSCAPING	1,400	SF	\$25.00	\$35,000.00
026	RESIDENTIAL DRIVEWAY	1	EA	\$5,000.00	\$5,000.00
027	PERMANENT SIGNING	1	LS	\$5,000.00	\$5,000.00
028	PAINT LINE	270	LF	\$2.00	\$540.00
029	PLASTIC CROSSWALK LINE	1,110	SF	\$9.00	\$9,990.00
030	PLASTIC STOP LINE	50	LF	\$15.00	\$750.00
031	SIGNAL MODIFICATIONS	1	LS	\$100,000.00	\$100,000.00
<b>WALLS</b>					
031	GRAVITY BLOCK WALL	6,700	SF	\$120.00	\$804,000.00
032	THICKENED EDGE SIDEWALK	320	LF	\$100.00	\$32,000.00
<b>Construction Cost Subtotal</b>					<b>\$2,391,630.00</b>
Design Contingency 25%					<b>\$598,000.00</b>
Sales Tax 0%					<b>\$0.00</b>
<b>Total Construction Cost</b>					<b>\$2,989,630.00</b>
	Right of Way Acquisition (Approximate)	2,000	SF	\$70.00	\$140,000.00
	Temporary Construction Easements (Approximate)	5%			\$149,481.50
	Design Engineering	15%			\$448,444.50
	Construction Management	10%			\$298,963.00
<b>Total Project Cost</b>					<b>\$ 4,026,519.00</b>

Client: City of Shoreline  
 Project: New Sidewalk Implementation Plan  
 98 - 15th Ave NE: NE 150th St to NE 160th St  
 Job #: 2000015  
 By: C. Angell / N. Anderson  
 KPFF Consulting Engineers  
 Date: 12/13/2021



**Engineer's Estimate of Probable Cost**  
**Conceptual Design Submittal**

ITEM NO.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL COST
<b>ROADWAY</b>					
001	MOBILIZATION	1	LS	\$200,000.00	\$200,000.00
002	CONSTRUCTION SURVEYING	1	LS	\$30,000.00	\$30,000.00
003	SPCC PLAN	1	LS	\$2,000.00	\$2,000.00
004	SWPPP PREPARATION AND MAINTENANCE	1	LS	\$5,000.00	\$5,000.00
005	PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$100,000.00	\$100,000.00
006	EROSION/WATER POLLUTION CONTROL	1	LS	\$20,000.00	\$20,000.00
007	ESC LEAD	180	DAY	\$100.00	\$18,000.00
008	CLEARING AND GRUBBING	1	LS	\$15,000.00	\$15,000.00
009	REMOVE TREE	60	EA	\$1,500.00	\$90,000.00
010	REMOVAL OF STRUCTURE AND OBSTRUCTIONS	1	LS	\$10,000.00	\$10,000.00
011	ROADWAY EXCAVATION INCL. HAUL	1,360	CY	\$60.00	\$81,600.00
012	CRUSHED SURFACING TOP COURSE	420	TN	\$40.00	\$16,800.00
013	CRUSHED SURFACING BASE COURSE	280	TN	\$40.00	\$11,200.00
014	HMA CI. 3/8" PG 58H-22	100	TN	\$150.00	\$15,000.00
015	HMA CI. 1/2" PG 58H-22	190	TN	\$150.00	\$28,554.22
016	STORM DRAINAGE	1	LS	\$230,000.00	\$230,000.00
017	TYPE A CURB AND GUTTER	3,140	LF	\$50.00	\$157,000.00
018	CEMENT CONC. PEDESTRIAN CURB	240	LF	\$40.00	\$9,600.00
019	CEMENT CONC. CURB RAMP, PARALLEL	12	EA	\$4,000.00	\$48,000.00
020	CEMENT CONC. CURB RAMP, PERPENDICULAR	2	EA	\$4,000.00	\$8,000.00
021	PERMEABLE SIDEWALK	2,780	SY	\$150.00	\$417,000.00
022	PERMEABLE BALLAST	1,720	TN	\$55.00	\$94,600.00
023	AMENITY STRIP LANDSCAPING	120	SF	\$25.00	\$3,000.00
024	RESIDENTIAL DRIVEWAY	1	EA	\$5,000.00	\$5,000.00
025	PERMANENT SIGNING	1	LS	\$5,000.00	\$5,000.00
026	PAINT LINE	990	LF	\$2.00	\$1,980.00
027	PLASTIC CROSSWALK LINE	540	SF	\$9.00	\$4,860.00
028	PLASTIC STOP LINE	60	LF	\$15.00	\$900.00
029	SIGNAL MODIFICATIONS	1	LS	\$300,000.00	\$300,000.00
<b>WALLS</b>					
030	GRAVITY BLOCK WALL	10,290	SF	\$120.00	\$1,234,800.00
Construction Cost Subtotal					<b>\$3,162,894.22</b>
Design Contingency 25%					<b>\$791,000.00</b>
Sales Tax 0%					<b>\$0.00</b>
<b>Total Construction Cost</b>					<b>\$3,953,894.22</b>
	Right of Way Acquisition (See Note 1)	0	SF	\$70.00	\$0.00
	Temporary Construction Easements (Approximate)	5%			\$197,694.71
	Design Engineering	15%			\$593,084.13
	Construction Management	10%			\$395,389.42
<b>Total Project Cost</b>					<b>\$ 5,140,062.49</b>

Note 1: Due to the high probability of development on this corridor, potential ROW acquisition costs have not been included in this estimate

2018 Voter Approved Sidewalk Program: Financial Implementation Plan												
		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029-2042
<b>Project &amp; Phase</b>		<b>Project Costs</b>										
1st Ave	Design	\$ -	\$ 267,683									
	Construct			\$ 599,973								
5th Ave	Design		\$ 80,544	\$ 161,000	\$ 390,000							
	Construct				\$ 1,531,456							
Implementation				\$ 197,529								
20th Ave	Design			\$ 5,543	\$ 385,796							
	Construct				\$ 1,116,375							
Westmin.	Design				\$ 398,368	\$ 714,164						
	Construct					\$ 3,506,170						
19th Ave	Design					\$ 210,896	\$ 367,604					
	Construct						\$ 1,834,900					
Ballinger	Design					\$ 466,224	\$ 765,187					
	Construct						\$ 3,516,549					
Dayton (178-RB)	Design						\$ 474,188	\$ 829,470				
	Construct							\$ 4,377,489				
Linden	Design						\$ 266,767	\$ 462,143				
	Construct							\$ 2,409,227				
Meridian	Design							\$ 635,222	\$ 845,368			
	Construct								\$ 2,877,337			
8th Ave	Design								\$ 202,338	\$ 352,180		
	Construct									\$ 2,042,989		
Dayton (155-160)	Design								\$ 143,711	\$ 246,684		
	Construct									\$ 1,406,420		
15th Ave	Design									\$ 417,918	\$ 813,307	
	Construct										\$ 5,591,839	
<b>TOTAL Cost</b>		\$ -	\$ 348,227	\$ 964,045	\$ 3,821,995	\$ 4,897,454	\$ 7,225,196	\$ 8,713,551	\$ 4,068,753	\$ 4,466,191	\$ 6,405,146	\$ -
Running Total		\$ -	\$ 348,227	\$ 1,312,272	\$ 5,134,267	\$ 10,031,721	\$ 17,256,916	\$ 25,970,467	\$ 30,039,221	\$ 34,505,411	\$ 40,910,558	\$ 40,910,558
<b>Bond Schedule</b>												
Initial Bond (1)			\$ 11,600,000									
Second Bond (2)							\$ 19,000,000					
Third Bond (3)										\$ 10,400,000		
<b>Debt Interest Payments</b>												
(1)			462,221	399,550	374,550	348,300	320,800	297,600	273,600	248,600	216,100	590,300
(2)							643,388	599,271	561,756	522,365	481,023	2,437,002
(3)										471,818	439,455	2,933,854
<b>Total Debt Cost</b>		\$ -	\$ 462,221	\$ 861,771	\$ 1,236,321	\$ 1,584,621	\$ 2,548,808	\$ 3,445,680	\$ 4,281,035	\$ 5,523,818	\$ 6,660,397	\$ 12,621,553
<b>Program Revenue</b>												
Yearly		\$ 1,559,156	\$ 2,668,455	\$ 2,336,151	\$ 2,133,336	\$ 2,262,432	\$ 2,396,102	\$ 2,458,431	\$ 2,566,728	\$ 2,664,241	\$ 2,761,938	\$ 33,693,030
Running		\$ 1,559,156	\$ 4,227,610	\$ 6,563,762	\$ 8,697,098	\$ 10,959,530	\$ 13,355,631	\$ 15,814,062	\$ 18,380,790	\$ 21,045,031	\$ 23,806,970	\$ 57,500,000
											<b>Remaining Balance</b>	\$ 3,967,890





## Memorandum

**DATE:** May 24, 2021

**TO:** Debbie Tarry, City Manger

**FROM:** Nytasha Sowers, Transportation Services Manager

**RE:** Sidewalk Prioritization Plan Update

**CC:** Randy Witt, Public Works Director  
Nora Daley-Peng, Senior Transportation Planner

---

At the May 3, 2021 Council meeting, Council members asked City staff about the update process for the Sidewalk Prioritization Matrix. In response, this document provides a proposed approach to providing this update as well as how prioritized projects could be funded.

### Background

The 2011 Transportation Master Plan (TMP) includes a Pedestrian System Plan that identified and prioritized key roadways needing sidewalks to create a city-wide pedestrian network. In June 2017, the City began a process to create a Sidewalk Prioritization Plan, which would inform the update of the Transportation Master Plan (TMP), which needs to be completed by end of 2022. Major components of the plan included developing a data-driven process for prioritizing pedestrian improvements and researching and recommending ways to fund the priority projects. The process took over a year to complete including extensive involvement of a resident Sidewalk Advisory Committee (SAC) and included public input through two open houses and online surveys.

With the help of the SAC, the 2011 TMP criteria was regrouped into the following four categories to prioritize sidewalk projects:

- Safety - identifies locations in need of increased safety measures based on collisions, traffic speed and volume, as well as opportunities for trails or paths.
- Equity - provides support to populations who have the greatest need (e.g. children, older adults, people with disabilities, lower income communities, and under-served communities).

- Proximity - improves pedestrian connections to schools, parks, transit, and activity centers.
- Connectivity - builds a network of connected pedestrian routes.

The 2018 Sidewalk Prioritization Scorecard (Attachment A - template) assembles the updated criteria and metrics with an assigned point system for the purpose of reprioritizing the list of sidewalk projects in the TMP's Pedestrian System Plan. Using City traffic, U.S. Census and other local and regional data sources with the City's Geographic Information System (GIS), the project team applied the Sidewalk Prioritization Scorecard to the 2011 Pedestrian System Plan to create the Sidewalk Prioritization Plan (map) and Matrix. In June 2018, Council adopted the 2018 Sidewalk Prioritization Plan (map) as the City's "roadmap" for prioritizing the construction of a continuous, citywide sidewalk network.

#### Approach to Periodic Updates of the Sidewalk Prioritization Plan

Staff have evaluated the availability of new data to refresh input into the Sidewalk Prioritization Matrix and recommend a refresh of the data in the matrix that informs the Pedestrian System Plan approximately every five years timed with the availability of new U.S. Census data and updated development activity, and to revisit the prioritization criteria and metrics every 10 years in coordination with each TMP update. Refreshing the data every five years works well with the practice of evaluating five-year trends in traffic collisions as well as the U.S. Census American Community Survey (ACS) typical publication of five-year average data. In addition, a five-year update cycle provides enough time for a significant set of City capital and redevelopment projects to be implemented and the built (or securely funded) sidewalk segments to be removed from the Sidewalk Prioritization Plan so that only unfunded segments remain to move forward with the criteria update and determination of the next set of priority projects.

The five-year update cycle would put the next update of the Sidewalk Prioritization Plan in approximately 2023. In 2023, the City will update concurrency standards and Transportation Impact Fees (TIF). These efforts could help fund additional roadway projects that include sidewalks.

An update of the data input only into the Sidewalk Prioritization Matrix would involve multiple City departments and take approximately 200 hours of City staff time to complete. Staff do not recommend consideration of modifying the criteria or weighting on the Scorecard until the next TMP update as there was an extensive amount of community input into the development of the criteria and application of the scorecard to develop the Prioritization Matrix.

The following steps provide a high-level recommended 5-year approach to updating the plan:

- Integrate 5-year traffic data to refresh the Safety metrics.
- Acquire new demographic data to refresh the Equity metrics.

- Refresh/verify locations transit stops, parks (there will be at least two new parks, Edwin Pratt Park and Pump Station 26 by 2023), schools, other changes to key destinations to refresh the Proximity metrics.
- Refresh where new sidewalks have been constructed and added to the completed sidewalk network which will affect Connectivity metrics (i.e. filling gaps, extending sidewalk segments).
- Rescore the sidewalk segments (minus any completed segments and segments with secured funding such as the 12 sales tax funded priority projects and potentially capital projects under design). This method would utilize the new data on unfunded, unconstructed segments only.
- Update and publish a color-coded Sidewalk Prioritization Plan map and matrix. Consider showing funded projects not yet constructed as a separate category.





### Current Funding

The primary approach the City typically uses to fund sidewalk improvements are grants, partnerships with other agencies (such as Sound Transit) and redevelopment. Given the desire to build a significant number of sidewalk improvements, the City created a ballot measure, which was approved by voters in November 2018, to collect 0.2% Sales & Use Tax to construct a minimum of 12 identified new sidewalk segments and some sidewalk repair (Attachment B – map). Staff estimates completion of all twelve locations by 2030. As identified in the ballot measure, bonds will be issued to fund these improvements with the sales and use tax revenue paying for the bonds over a twenty-year period.

## Shoreline Sidewalk Prioritization Scorecard

Date: 5/22/18

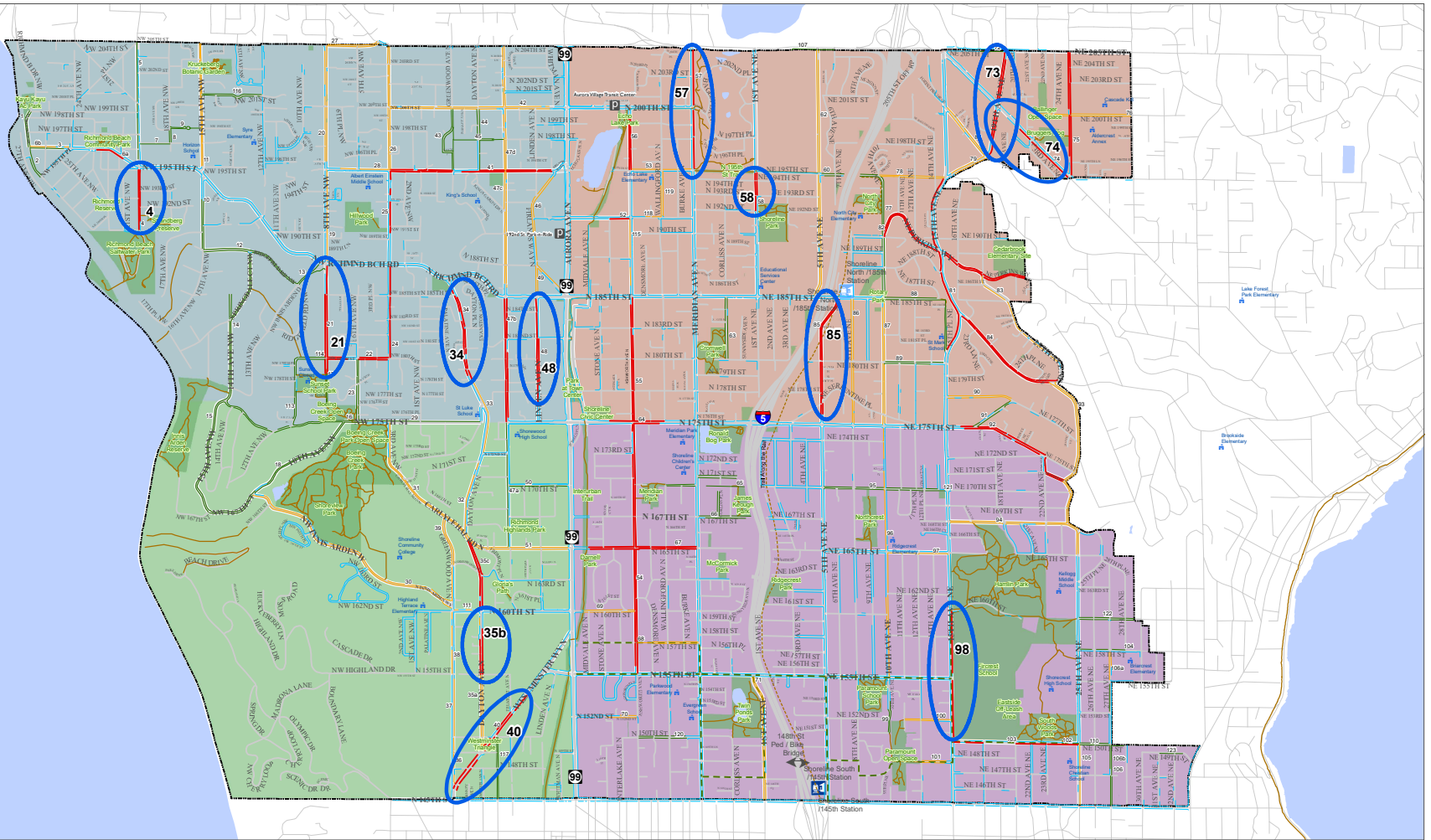
Attachment A **FINAL**

Criterion	Metric	Max.	Actual
	<b>Safety</b>	<b>9</b>	
 <b>Safety</b>	Location has a <b>collision history</b> (auto and/or pedestrian):		
	(1 Point) At least <b>one injury collision</b> within the past five years	1	
	(1 Point) At least <b>one pedestrian/auto collision</b> within the past five years	1	
	(1 Point) <b>Two</b> or more <b>pedestrian/auto collisions</b> within the past five years	1	
	Location is along a street with <b>speed limit</b> :		
	(0 Point) ≤ 25 mph	0 or	
	(1 Point) = 30 mph	1 or	
	(2 Points) ≥ 35 mph	2	
	Location is along a street with <b>classification</b> of:		
	(1 Point) Collector Arterial	1 or	
(2 Points) Minor Arterial	2 or		
(3 Points) Principal Arterial	3		
Improvement provides an <b>alternative to travel</b> along a motorized facility			
(1 Point) Trail or path through park or undeveloped right-of-way	1		
	<b>Equity</b>	<b>6</b>	
 <b>Equity</b>	Improvement is within an area of concentrated need based on <b>age</b> :		
	(1 Point) Children: 18 years or younger	1	
	(1 Point) Older Adults: 60 years or older*	1	
	Improvement is within an area of concentrated need based on <b>income</b>		
	(1 Point) ≤ 80% of median income for a family of two**	1	
	Improvement serves a concentrated <b>community of color</b>		
(1 Point) Top 20% of population density of households of people of color	1		
Improvement serves a concentrated community with <b>disabilities</b>			
(1 Point) Top 20% of population density of households of people with a disability	1		
Improvement serves a concentrated community of <b>limited English speakers</b>			
(1 Point) Top 20% of population density of households with a limited English speaker	1		
	<b>Proximity</b>	<b>6</b>	
 <b>Proximity</b>	(1 Point) Improvement is along a school's <b>suggested routes to schools</b> map	1	
	(1 Point) Improvement is located within a ¼ mile radius of a <b>park</b>	1	
	(1 Point) Connects to an <b>activity center</b> (within a retail/business area or within a ¼ mile radius of civic building or community service)	1	
	Improvement is located within the vicinity of a <b>transit stop</b> :		
	(1 Point) Improvement is located <b>along a street</b> with <b>transit stops</b>	1	
	(1 Point) Improvement is located within a ¼ mile radius of a <b>bus stop</b>	1	
	(1 Point) Improvement is located within a ½ mile radius of an existing or planned <b>BRT stop or Light Rail Station</b>	1	
	<b>Connectivity</b>	<b>2</b>	
 <b>Connectivity</b>	(1 Point) <b>Extends</b> an existing pedestrian facility	1 or	
	(2 Point) <b>Closes gap</b> within an existing pedestrian facility	2	
	<b>Total Project Score</b>	<b>23</b>	

\* Eligibility for the Older Americans Act starts at age 60.

\*\* Eligibility threshold for King County Housing Authority residents is 80% of median income. U.S. Department of Housing and Urban Development (HUD) defines 50%-80% of median income as "Low Income".

Attachment B



Date: 8/1/2019

Request: 21824



Geographic Information System

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

### Prioritized Sidewalk Segments Included in the Voter-Approved November 2018 Ballot Measure

Project numbers listed on this map correspond with projects listed in the Council adopted Sidewalk Prioritization Plan

**Legend**

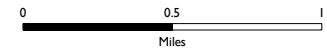
**TMP Projects**

- High
- Medium
- Low
- Green Network
- Existing Sidewalk
- Existing Trail
- - - Planned Trail
- ↔ Planned Pedestrian/Bike Bridge

**Quadrant**



Priority Sidewalk Projects (Sales Tax Levy)





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

<b>AGENDA TITLE:</b>	Discussion of Proposed American Rescue Plan Act (ARPA) Business Recovery Funding Allocation		
<b>DEPARTMENT:</b>	City Manager’s Office		
<b>PRESENTED BY:</b>	Nathan Daum, Economic Development Program Manager		
<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. The City of Shoreline was awarded \$7,533,842, of which 50% was received in 2021 and the remaining 50% will be received in 2022. Staff developed, based on Council feedback and direction, a comprehensive plan to make the best use of these funds within the required timeframes. The comprehensive plan included targeting an allocation of \$500,000 for the purpose of business recovery and stabilization.

On June 14, 2021, Council indicated support for staff’s Phase 1 funding recommendations, which included community and business support activities. The Phase 1 business recovery and stabilization allocation was \$93,000 to fund three years of outreach and analysis to Shoreline businesses through a partnership with the Shoreline Chamber of Commerce. Tonight, staff will present Phase 2 business recovery and stabilization funding recommendations.

**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 Phase 2 funds will happen through a 2022 budget amendment and as part of the 2023-2024 budget process.

**RECOMMENDATION**

Staff recommends that the City Council discuss staff’s recommended Phase 2 ARPA Business Recovery and Stabilization funding recommendations as identified in this staff report. If there is Council consensus to support these recommendations, staff will move forward with implementation and prepare a budget amendment to authorize the proposed expenditures.

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 awarded \$7,533,842 of which 50% was received in 2021 and the remaining 50% will be received in 2022. 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.

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. High level allocations were subsequently approved by the City Council in June 2021, as outlined in the table below. The staff report for that discussion can be found at the following link: [Discussion of Proposed American Rescue Plan Act \(ARPA\) Funding Allocation](#).

Category	Subcategory	Targeted Amounts
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>

These initiatives were launched in a phased approach with Phase 1 consisting of:

1. A total of \$511,000 to fund up to 1.4 FTE limited-term Community Support Specialist (ARPA Navigator) positions.
2. A total of \$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. A total of \$93,000 to fund outreach and analysis to Shoreline businesses through a three-year partnership with the Shoreline Chamber of Commerce.
4. Approximately \$4M for qualifying infrastructure investments.

## **DISCUSSION**

### **Business Recovery and Stabilization – Emerging National Policy Context**

Staff recently participated in a Washington Economic Development Association (WEDA) meeting titled *Economic Response & Recovery*, which focused on the need for local governments to shift from the “Relief and Rescue” stage to a “Recovery and Restructuring” phase for business recovery. Presenters encouraged cities to consider the following when planning the use of their ARPA funding:

- Efforts considered success stories will be local partnerships and regional collaborations that drive towards a more inclusive economy. These partnerships will be the most competitive for future grant awards.
- Use currently available resources to build strong business support systems and establish intermediaries with community standing. If a city were to do just one thing, it would do well to set up new or invest in a capable business-support non-profit organization and help grow it to scale.
- Develop strategic plans with local partners, recognizing the new era of federal support harkens back to a time when there was much more funding available for small business and community economic development.

### **Previous COVID-19 Business Response Efforts**

Beginning in early 2020 when it became apparent local small business would be significantly impacted by the pandemic, the City of Shoreline established a COVID-19 Small Business Response Team. This interdisciplinary staff team administered a number of measures intended to assist Shoreline small businesses with the economic burdens of the pandemic and related public health measures, including:

- Initiated regular email notifications with economic relief information for small businesses which grew to more than 1,000 subscribers within the first few months of the pandemic. Those interested in receiving these updates can sign up on the City website at [shorelinewa.gov/alert](https://shorelinewa.gov/alert) by clicking on “COVID-19 Business Response.”
- Administered a Business and Occupation (B&O) tax deferral for businesses needing extra time to file B&O taxes due to the pandemic.
- Partnered with neighboring communities in the development of an online “Puget Sound Restaurant Map” and entered data for Shoreline restaurants open for business through modified COVID-safe practices such as expanded pickup and delivery services.
- Developed and implemented interim Outdoor Dining regulations to reduce barriers to expanded outdoor dining in Shoreline.
- Solicited applications and provided local review for the Washington State Department of Commerce’s Working Washington Grant in its 1<sup>st</sup> Round.
- Developed and implemented the Shoreline Small Business Support Program (SBSP) Grant. The City of Shoreline was one of the first in the Seattle area to distribute economic aid to local businesses early in the COVID-19 pandemic using federal CARES Act dollars. The SBSP awarded \$775,490 in economic relief grants of up to \$20,000 to 45 Shoreline businesses.

### **Phase 1 Updates: Businesses Outreach and Analysis**

To cultivate ongoing relationships and better understand local business needs considering the widespread economic effects of the pandemic, the City partnered 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 has added fundamental strength at the core of its economic development strategy, as existing businesses are the lifeblood of a local economy. This program, informed by regional data and other economic impact reports, is summarized below and forms the basis of the Phase 2 ARPA funding recommendations for supporting businesses under consideration by City Council tonight.

#### **Chamber Outreach**

The City executed a \$56,000 one-year business outreach contract with the Shoreline Chamber of Commerce, with the option of renewing annually throughout the duration of the ARPA eligibility period. This outreach will entail at least 240 meetings per year each of the three years. This is on track for the first year, with 80 meetings completed within the first four months. Outreach has been conducted in-person, by email, and by phone to businesses in nine of the City's 14 neighborhoods: Ballinger, Echo Lake, Hillwood, North City, Parkwood, Richmond Beach, Richmond Highlands, Ridgecrest, and Westminster Triangle. Meetings were held with:

- Recipients of Small Business Support Program (SBSP) Grants from the City of Shoreline,
- Businesspeople who are Black, Indigenous, or People of Color, and members of other demographic groups disproportionately impacted by the pandemic, and which had pre-existing disadvantages,
- Businesses located in one of the City's commercial zones, and
- Restaurant, recreation, and entertainment businesses particularly hard-hit by the pandemic.

Future phases of outreach over the course of 2022 will include, in addition to additional businesses in the categories listed above:

- Businesses located in (or seeking) ground-floor commercial spaces within mixed-use buildings,
- Office, health, and other employers that add to the daytime population in the City, and
- Home-based businesses.

#### **Regional Economic Indicators**

Economic data for the Western U.S., Washington State, and the Seattle Area were reviewed to provide context at varying levels as to the impact of the COVID-19 pandemic and related public health interventions implemented to reduce the spread of the novel coronavirus.

**Federal Reserve Summary of Commentary on Current Economic Conditions - “The Beige Book”**

Within the most recent edition of the Federal Reserve’s Beige Book can be found the Report of the District of San Francisco which covers the Western U.S. For the period between August 15-September 30, a number of economic indicators of note showed continuing effects of the COVID-19 pandemic, even while economic activity overall strengthened:

- Prices increased, driven by transportation and input costs.
- Labor market tightened, increased employment accompanied by strong upward wage pressures in almost all sectors.
- Retail sales expanded.
- Consumer services slowed.
- Growth in travel, leisure/hospitality, food services dampened by recent spike in cases (Delta variant).
- Labor shortages in hospitality and food services have constrained capacity.
- Agriculture, resource, manufacturing strengthened by strong consumer demand.
- Residential real estate: strong.
- Commercial real estate: subdued.
- Lending activity increased.

**Washington State Employment Security Department Unemployment Claims**

The Washington State Employment Security Department (ESD) tracks unemployment data which reflects the overall strengthened recent economic activity in our state and aligns with the broader trends for the Western U.S. Many experts acknowledge lower unemployment claims may reflect exhaustion on the part of job seekers, or a conscious decision to exit the workforce either permanently or until such time that better opportunities are more plentiful. Still, unemployment claims year-over-year are significantly reduced, and as shown in the “Unemployment Claims – Statewide” table below, are significantly lower than pre-pandemic levels.

<b>Unemployment Claims - Statewide</b>			
Washington Employment Security Department (ESD)			
<b>Unemployment claim type</b>	<b>Week ending Nov. 27, 2021</b>	<b>Week ending Nov. 30, 2020</b>	<b>Week ending Nov. 30, 2019</b>
Regular unemployment insurance initial claims	5,461	17,203	7,882
Continued or ongoing weekly claims for regular benefits	45,162	148,638	49,528
Total – regular initial and continued claims	50,623	165,841	57,410

### **Community Attributes, Inc. Pandemic Economic Impact Study**

At the local level, thousands of Seattle-area businesses participated in three rounds of surveys over the course of 2020. While representing only 2% of the overall survey participants, dozens of Shoreline businesses participated in the Community Attributes, Inc. (CAI) pandemic economic impacts study commissioned by King County, the Seattle Office of Economic Development, and Greater Seattle Partners. Key findings and indicators of the CAI study included:

- Leisure and hospitality recorded the highest number of lost jobs and highest number of unemployment insurance claims.
- 30% of Arts, Entertainment, or Recreation businesses reported losing between 91-100% of their income compared to the same time in the prior year, 19% higher than the proportion of all other industries that reported the same.
- 9% of Arts, Entertainment, or Recreation businesses felt they would likely go out of business, 3% higher than respondents from all other industries.
- Minority or person of color-owned businesses, on average, reported an income decline of 64% compared to the same month in the prior year. This compares to a survey average of 56%.
- Just 17% of woman-owned businesses reported they had not had to reduce their staffing capacity; this compares to 31% reported by all survey respondents.

### **Information Gathering and Support**

While economic indicators are mixed, significant headwinds unquestionably continue to buffet local businesses. With that in mind, the contract with the Shoreline Chamber of Commerce includes development of a database of information on our local businesses to enable the City to draw insights from the data as well as identifying challenges or growth opportunities for the business community that the City or its partners may be able to address. The contract also required an Outreach, Recovery and Retention report to be provided to the City. The report documented the challenges, needs and opportunities, referrals and connections made, and recommendations; all of which are included below.

#### ***Challenges identified:***

- *Staffing shortage: limited availability for key roles such as cashier, cook, customer service, nail technician, hairdresser, tutors.*
- *Burnout: Small business owners are doing both the front-end customer service as well as back-of-house and working more than 60 hours per week.*
- *Supplies: Materials are hard to find as shipping times have lengthened, putting basic operations at risk.*
- *Neighborhood Safety: Perceived increase of homeless population near businesses leading to heightened concerns about safety (mostly on Aurora Avenue).*
- *COVID-wariness: Fear of the novel coronavirus among many customers continues to limit trips to stores and restaurants to those considered absolutely necessary.*
- *Price spikes: Price increases for supplies and rent are threatening existence of some businesses.*

- *For many immigrant business owners there is a lack of access of information in regards of business recovery resources.*

### **Needs and Opportunities**

*Based on interviews with businesses, the dominant themes of potential support and collaboration identified were as follows:*

- *Expertise and guidance: marketing, business planning, finances, and other business coaching needs identified as a need among many business owners.*
- *Financial Assistance: continuing to share information about grants, low-interest loans, and other forms of relief or stimulus will be important to many businesses.*
- *Employer and employee connections: difficulty finding work in our community and a scarcity of workers reported by businesses suggest potential value in supporting job fairs and other initiatives led by partners such as Shoreline Community College*
- *Collaboration/trainings: shared interests among businesspeople in similar categories, or with similar needs represent opportunities to build awareness of resources in our local community.*
- *Networking and advertising: creating opportunities for businesses to connect with one another as well as the broader community can help increase business as well as referrals for vital resources, materials, staffing or other needs through greater connectivity between businesses.*
- *In-person inclusivity: launching an outreach campaign conducted largely in-person has helped illustrate communication preferences for different communities, with many immigrant and refugee businesses indicating they find in-person events far more accessible and useful to them than electronic or other newsletter-type communication methods.*

### **Referrals and Connections**

The consultant and staff collaborated in response to some of the issues identified in meetings with businesses by referring them to resources within and outside of the City of Shoreline, including the following:

- *Small Business Flex Fund: Small businesses have been introduced to this new \$100-million revolving loan fund supported by the Washington State Department of Commerce and four banks. The Flex Fund offers low-interest, long-term repayment loans of up to \$150,000 to businesses of less than \$3 million in revenues and fewer than 50 employees.*
- *Emergency Services: In response to questions and concerns raised by businesses related to law enforcement and emergency services, the consultant and staff have initiated planning for information-sharing events to take place in 2022:*
  - *Shoreline Fire: Based upon concerns of adult care home operators seeking guidance as to how best to work with Fire Department in cases of medical emergencies, staff are working together now to plan an information-exchange event in 2022.*
  - *Shoreline Police Department: Based upon concerns of businesses regarding safety and crime, especially in the Aurora Corridor area, staff are planning an event with Police and small businesses in 2022.*

- *Shoreline Community College (SCC): Working with SCC to connect businesses with free services such as job description review, skills training for employees, and more.*
- *Shoreline School District culinary department: Introduced a business interested in collaborating with and supporting on-the-job learning opportunities for culinary arts students.*
- *Introduction of the Shoreline Chamber of Commerce: Introduced numerous businesses to the Chamber as a resource for networking, promotion, and collaborative purposes.*
- *Recology solid waste management: Introduced a business to food waste reduction resources through the City's Recology contract and sustainability program.*
- *Beauty Academy: helping connect multiple personal care and beauty businesses to provide opportunities for beauty trainees to gain more experience and support businesses in need of staffing or contractors.*
- *Shoreline Parks: working with a business interested in conducting outdoor fitness classes in the summer.*

**Recommendations of Shoreline Chamber of Commerce:**

- *Business Coaching and Guidance: Interviews with Shoreline small businesses revealed many who have a need for a deeper level of direct support and guidance on a variety of issues and opportunities such as developing a business plan, developing a marketing plan, expansion planning and other needs. A dedicated expert resource available to provide hands-on support for these businesses at no cost to them would represent an investment of ARPA funding with a high potential return in terms of local business stability and growth.*
- *Local Business Gift Cards as Job-Fair Incentives: The widespread need for workers at Shoreline small businesses represents a potential opportunity for economic expansion. A local business gift card giveaway is recommended to help promote and increase participation in job-fairs and other employer recruitment activities. By purchasing gift cards from local businesses and distributing them as door prizes and other incentives for job seekers, the City's ARPA dollars can be invested to both support these local businesses financially as well as provide an incentive to increase attendance and participation in job fairs and other hiring and recruitment activities locally.*
- *Networking Events: Citywide networking events to bring business owners and residents together to support local small businesses.*

**Business Coaching and Guidance: Washington Small Business Development Center (SBDC)**

Based on the findings of meetings with Shoreline businesses, many of whom are operating without a documented business plan and have interest in a specific next step for their business (such as sale or expansion) but do not have a plan nor access to an expert resource in that area, staff concurs with the consultant's recommendation to secure for the Shoreline small business community, at no cost to those businesses, expert advisory resources to aid them in their stabilization and recovery. Based on research and the recommendations of peers and local leaders in economic



development, staff is recommending that the City of Shoreline take the opportunity of utilizing ARPA funding to contract with the Washington Small Business Development Center (SBDC) to secure business advising services for Shoreline businesses.

The [Washington SBDC](#) is an accredited member of America's SBDC, an association of 62 statewide or regional networks of community-based business advisors who provide expert, confidential, no-cost advising to entrepreneurs and small business owners who want to start, grow or transition a business. The SBDC program is a partnership between the U.S. Small Business Administration (SBA) at the federal level and institutions of higher education and/or economic development centers at the state level. The Washington SBDC is among the oldest in the nation and has been hosted by Washington State University since 1980.

Due to the challenges of hiring faced by nearly all employers at this stage in the pandemic economic recovery, a fee-for-service approach is recommended. Ultimately, the City could choose to make a longer term commitment in order to secure an SBDC advisor assigned to work in Shoreline. However, at this time staff is recommending beginning with an equivalent investment into the SBDC program as a fee for service. This would secure for the Shoreline small business community the same advising capacity among the SBDC network which includes a variety of specializations among its advisors, several of which are already based in the local area, but would not be limited to the expertise of a single SBDC staff person.

The SBDC plays a critical role in the long-term health of small businesses, providing in-depth guidance on diverse business challenges, including:

- Starting or growing a small business,
- Acquiring capital,
- Business planning,
- Managing cash flow,
- Buying/selling/transitioning a business,
- Market research and strategy,
- Human resource management, and
- Business resilience.

Through this research, staff has learned that these are the same challenges that are faced by our local businesses in Shoreline.

The City would expect a level of service equivalent to a full-time SBDC advisor for its investment – once fully established, a business advisor typically has about 100 active clients each year and spends an average of 10 hours with each client. About 75% of those clients are existing businesses seeking to expand or adapt to a changing environment.

Over the past 10 years (2012 to 2021), Washington SBDC advisors have recorded meeting with an average of 2,800 business owners each year. Those business owners have credited their SBDC advisors with helping to:

- Create 8,315 jobs,
- Save 9,433 jobs,

- Start 1,502 businesses, and
- Access more than \$754M in new capital.

In that same period, the average full time business advisor reported annual economic impacts that include:

- Creating or saving 82 jobs,
- Accessing more than \$3M in debt or equity financing,
- Starting five (5) new businesses, and
- Increasing sales by \$2.4M.

Under the direction of the U.S. SBA, the Washington SBDC is required to meet annual goals set by the SBA that ensure effective and efficient use of state and federal resources. Business advisors keep confidential session notes to track client progress and record client-verified economic impacts attributed to SBDC advising. The Washington SBDC regularly compiles economic impact reports for services provided through each center and in each congressional district. These reports of aggregate impacts (client confidentiality is preserved) are shared with stakeholders and funding partners and would be provided regularly to the City of Shoreline.

After the conclusion of this three-year ARPA-supported period, the City would have the option of entering into a new contract with Washington SBDC to fund the placement of a full-time SBDC Advisor to be located in the City of Shoreline. A 50% federal match would be available, which would reduce the annual expense for the City from \$121,000 to \$60,500. The City could also ask partners to join in the investment needed to enable this support for the local business community to continue following the end of the ARPA-support period. More information about the Washington SBDC can be found in Attachment A to this staff report.

### **Phase 2 Recommendations for Council Discussion Tonight**

Of the remaining \$407,000 allocated to ARPA Business Recovery and Stabilization, staff recommends proceeding with business advisory services at this time and continuing to explore the potential value of incentives to support job fairs and other recruitment efforts for local businesses in a potential future phase. This Phase 2 recommendation entails contracting with Washington SBDC for dedicated SBDC advisory services for Shoreline businesses in the amount of \$363,000 for three years.

### **Council Discussion Questions**

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

1. Does Council have any questions regarding the recommended investment into Business Advisory Services for Shoreline small businesses?
2. Does Council support the proposed Phase 2 ARPA Business Recovery and Stabilization allocation recommendation?

### **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 Phase 2 funds will happen through a 2022 budget amendment and as part of the 2023-2024 budget process.

## **RECOMMENDATION**

Staff recommends that the City Council discuss staff's recommended Phase 2 ARPA Business Recovery and Stabilization funding recommendations as identified in this staff report. If there is Council consensus to support these recommendations, staff will move forward with implementation and prepare a budget amendment to authorize the proposed expenditures.

## **ATTACHMENTS**

Attachment A: WSBDC Summary 2012-2021



## What is a Small Business Development Center

### Who is the SBDC?

The Washington Small Business Development Center (SBDC) is an accredited member of the America's SBDC, an association of 62 statewide or regional networks of community-based business advisors who provide expert, confidential, no-cost advising to entrepreneurs and small business owners who want to start, grow or transition a business. Small businesses are job creators and innovators and America's SBDCs are the nation's proven, cost-effective and accredited infrastructure for small business development.

The SBDC program is a partnership between the U.S. Small Business Administration (SBA) at the federal level, and institutions of higher education and/or economic development centers at the state level. The Washington SBDC ([www.WSBDC.org](http://www.WSBDC.org)) is among the oldest in the nation and has been hosted by Washington State University (WSU) since 1980. With 30+ full time certified business advisors working in communities throughout the state, the WSU-SBDC collaboration yields meaningful local impact for our local stakeholders and community partners.

Our advisors are trained to help aspiring or existing entrepreneurs formalize and crystalize their business plans with in-depth, objective, and tailored coaching. The results speak for themselves.

### What do we do?

#### 1. *Business Development Support*

The SBDC plays a critical role in the long-term health of small businesses, providing in-depth guidance on diverse business challenges including:

- Starting or growing a small business
- Acquiring capital
- Business planning
- Managing cash flow
- Buying/selling/transitioning a business
- Market research and strategy
- Human resource management
- Business resilience

#### 2. *Topical Trainings*

While one-on-one, confidential advising is the core service of SBDC advisors, the Washington SBDC network also offers training to build critical skills and knowledge. Ongoing workshops include:

- Cybersecurity for small business
- Export readiness
- Cash flow management
- Financial literacy

#### 3. *Client-reported economic impacts*

Every SBDC network is required to meet annual goals set by the SBA that ensure effective and efficient use of state and federal resources. Business advisors keep confidential session notes to track client progress and record client-verified economic impacts attributed to SBDC advising. The Washington SBDC regularly compiles economic impact reports for services provided through each center and in each congressional district. These reports of aggregate impacts (client confidentiality is preserved) are shared with stakeholders and funding partners and are available to the public.

### What are the results?

Once fully established, a business advisor typically has about 100 active clients each year and spends an average of 10 hours with each client. About 75% of those clients are existing businesses seeking to expand or adapt to a changing environment.

Over the past 10 calendar years (2012 to 2021), our advisors have recorded meeting with an average of 2,800 business owners each year. Those business owners have credited their SBDC advisors with helping to:

- Create 8,315 jobs
- Save 9,433 jobs
- Start 1,502 businesses
- Access > \$754 Million in new capital

In that same period, the average full time business advisor reported **annual** economic impacts that include:

- Creating or saving 82 jobs
- Accessing > \$3M debt or equity financing
- Starting 5 new businesses
- Increasing sales by \$2.4M

### Why should I support the SBDC?

Because everyone needs small business. When small businesses succeed, so do our communities. They are key to our economic recovery, and they continue to be the nation's innovators and job creators. SBDC advising cannot happen without community support and we need you and your organization to be part of the solution.

