

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

<p><b>AGENDA TITLE:</b> North Central Interurban Trail Segment - Next Steps <b>DEPARTMENT:</b> City Manager's Office <b>PRESENTED BY:</b> Bob Olander, Deputy City Manager</p>
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**PROBLEM/ISSUE STATEMENT:**

Staff is requesting direction and authorization to accelerate the design of the north central segment of the Interurban Trail (N 175<sup>th</sup> to N 192<sup>nd</sup>) from 2006 to 2004.

The various segments of the Interurban Trail project are moving ahead as scheduled:

1. The south section from N 145<sup>th</sup> to N 155<sup>th</sup> is nearing completion.
2. The north segment from N 192<sup>nd</sup> to N 200<sup>th</sup> (and N 205<sup>th</sup>) has been awarded and will start within the next few weeks.
3. The south central portion from N 155<sup>th</sup> to N 175<sup>th</sup> is scheduled for award in the spring of 2004.
4. The Interurban Trail-Pedestrian and Bicycle Crossing project is moving into design and is planned for construction in 2005.

This leaves the north central section from N 175<sup>th</sup> to N 192<sup>nd</sup> as the one remaining segment to be initiated. The 2004 - 2009 Capital Improvement Plan (CIP) calls for design and construction to begin in 2006 (Attachment A). Although we have not secured construction grants for this segment, we do have \$486,000 of local funds allocated for the project.

There are two development possibilities along Aurora in the Central Area that may make it advisable to accelerate our planning and design for this segment of the Interurban Trail. Development at the "wedge" north of 175<sup>th</sup> and at the Gateway site would likely trigger mitigation requirements to construct adjacent trail segments similar to what was required at Top Foods. While the CIP does not schedule the construction of this segment until 2006, current plans by developers may provide an opportunity to move ahead sooner rather than later. Either or both of these projects would require detailed location and design of the trail, including landscaping, irrigation, parking access, business access, relocation of local utility poles and lines, and access to Midvale and Aurora. The Ronald wedge redevelopment involves the vacation of Ronald Place while the proposed Gateway development anticipates the vacation and relocation of Midvale north of 183<sup>rd</sup>. A related issue is how much right-of-way along Midvale will have to be exchanged with Seattle City Light.

Given the complexities of these inter-relationships staff proposes we move ahead with a full design for this trail segment. This design effort would need to be expanded to include

consideration of the related issues mentioned above. It would also parallel and support Planning and Development Services efforts for the Ronald wedge and provide the level of detail needed there. This level of detail can only realistically be obtained through an engineering design process. In addition, it would provide the information needed to meet SEPA and NEPA requirements

Some advantages to moving ahead include:

1. It will resolve issues needed for the private redevelopment of Gateway and Ronald wedge north of 175<sup>th</sup>.
2. It will provide assurance of a unified trail design through this area even if parts are built in segments as development mitigation.
3. This level of detail will be required to satisfy Seattle City Light (SCL) prior to authorizing trail construction.
4. Final plans will allow the City to be eligible for new or "leftover" grant funds.
5. It provides the opportunity to save a considerable amount of money by having private development fund portions of the trail.
6. It allows us to proceed with SEPA review.
7. The process (in conjunction with private redevelopment) will provide the framework for as much advance notice to business owners located on SCL right-of-way as possible.
8. There will be ample opportunities and time for public input into design.
9. 2006 is not that far away and it is reasonable to start advance design work now, given the issues and obstacles to be worked through. This process is simply the next logical and planned step for the Interurban Trail.
10. As the other trail segments are completed there will be increasing public demand to finish this "missing link".

Some disadvantages include:

1. We do not have grant funds for the design and we would have to reprogram 2006 local CIP funds to 2004. This could be mitigated if we can obtain a waiver of retroactivity from the State Interagency for Outdoor Recreation (one of the primary granting agencies).
2. We may have to add staff capacity.
3. There may be concern about displacement from the businesses in this area, although it would still be better for them to have as much advance notice as possible. This is obviously difficult for the displaced businesses, particularly given the below market lease rates they are paying SCL. The average is about \$1.00 a square foot a year, when comparable market rates are up to \$12.00 to \$15.00 a square foot. It will be difficult, if not impossible, to find comparable lease rates. However, if the City is to build this trail section the businesses will have to relocate, and it is beneficial to provide as much advance notice as possible. If market driven redevelopment occurs at the north and south ends of the segment, it is estimated that the affected businesses could be provided with up to 18 months notice by SCL (most leases are on a 30 to 60 day cancellation provision). The other businesses in the SCL right-of-way could have longer notice, dependent upon the City's success in receiving grant funds.
4. The private redevelopment may not happen.

Staff believes the advantages of proceeding strongly outweigh the disadvantages.

**ALTERNATIVES ANALYZED:**

1. One alternative reviewed was to conduct a limited "pre-design" effort that would identify preliminary alignments, but not include detailed design, public process, and SEPA. However, given the complexities and interrelationships involved, and the level of detail needed to develop a uniform trail, satisfy SCL, and meet SEPA requirements, this alternative is not sufficient.
2. An alternative previously considered was to wait until the next segment of Aurora is designed to assure coordination of right-of-way issues and the amenity-sidewalk zone along the east margin of Aurora. However, given the adoption of the eastern right-of-way lines for Aurora by the City, we now have sufficient information to proceed with a trail alignment and design. In addition, if we are to take advantage of possible development mitigation construction (saving considerable public funds), we need to be able to provide a detailed and well-coordinated plan for this entire trail segment sooner rather than later. Regardless, this section of the trail is scheduled for construction well before the next segment of Aurora is initiated. It is a stand-alone project in that it will be built regardless of if and when Aurora is completed. It is simply the next logical step to complete the Interurban Trail.

**FINANCIAL IMPACT:**

Moving ahead with design in 2004 will require reprogramming approximately \$400,000 in the CIP from 2006 to 2004. The Finance Director indicates we have sufficient cash flow to accommodate this request.

**NEXT STEPS:**

If the Council agrees with this recommendation, next steps will include:

1. Developing a CIP amendment for Council authorization.
2. Initiating a Request for Qualifications for engineering firms.
3. Selecting a firm and negotiating a design contract.
4. Council authorizing and awarding a design contract.

**RECOMMENDATION**

Staff is requesting Council direction to proceed with accelerating the design process for the north central segment of the Interurban Trail generally as outlined above.

Approved By:           City Manager  City Attorney N/A

Attachment A:           2004 - 2009 CIP - Interurban Trail, North Central

Attachment B:           Interurban Trail Phasing and Construction Plan

**Project: INTERURBAN TRAIL – NORTH CENTRAL SEGMENT (175<sup>TH</sup> STREET TO 192<sup>ND</sup> STREET)**

<p><b>Fund:</b> Roads Capital</p> <p><b>Project Category:</b> Pedestrian / Non-Motorized Projects</p> <p><b>Critical Success Factor:</b> Economic Vitality and Financial Stability</p> <p><b>Strategies</b> Complete the Interurban Trail Project</p> <p><b>COUNCIL GOAL #1:</b> Work Toward the Completion of the Aurora Corridor and Interurban Trail Projects</p>	<p><b>Project Description:</b> This project includes construction of a pedestrian, bicycle trail along the Seattle City Light power transmission right-of-way. The north central segment from 175<sup>th</sup> Street to 192<sup>nd</sup> Street is not totally funded in the CIP. The north central segment design consideration will be a part of the Central Sub-Area Plan.</p>	<p><b>Comprehensive Plan Goal T III:</b> Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.</p> <p><b>Goal T IV:</b> Consider a bicycle system that is connective and safe and encourages bicycling as a viable alternative method of transportation.</p> <p><b>Service Impact:</b> This project will provide a North and South pedestrian and bicycle access path in Shoreline. The Interurban Trail Project is the backbone of the Shoreline Pedestrian and Bicycle sections of the Comprehensive Plan.</p> <p><b>Total Project Budget: \$2,430,000</b></p> <p><b>Funding Source:</b></p> <ul style="list-style-type: none"> <li>▶ County Grants</li> <li>▶ Future Grants</li> <li>▶ Roads Capital Funds</li> </ul> <p><b>Critical Milestones:</b></p> <ul style="list-style-type: none"> <li>▶ June/July 2003 - Central Sub-Area Plan Action:</li> <li>▶ Q1 2004 - Develop Cost Estimate/Pre-Design:</li> <li>▶ Q1 2004-2005 - Seek Funding:</li> <li>▶ 2005 - PS &amp; E and Environmental Review:</li> <li>▶ 2006 - Construction:</li> </ul>
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Interurban Trail – North Central Segment (175th Street to 192nd Street)

Phase	Prior Years Expenditures	2003 Budget	2003 Projected	2004 Budget	2005 Budget	2006 Budget	2007 Budget	2008 Budget	2009 Budget	Total Project Cost
<b>Project Expenditures:</b>										
Planning										
Pre-Design										
Design										
Real Estate Acquisition						\$800,000				\$800,000
Construction						\$1,630,000				\$1,630,000
<b>Total Project Expenditures</b>						\$2,430,000				\$2,430,000
<b>Revenue Sources:</b>										
County Grants						\$129,533				\$129,533
Future Grants						\$1,814,467				\$1,814,467
Roads Capital Fund						\$486,000				\$486,000
<b>Total Project Revenues</b>						\$2,430,000				\$2,430,000
<b>1% for Public Art (Included in Construction budget)</b>						\$16,300				\$16,300
<b>Impact on Operating Budget</b>						\$0				\$0

This project will have a significant street and landscaping maintenance impact on the operating budget.

Project Time Line:	2003	2004	2005	2006	2007	2008	2009
Planning							
Pre-Design							
Design				Q1 Q2			
Real Estate Acquisition				Q3 Q4			
Construction							

