

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Adoption of Resolution No. 267 Authorizing Final Design, Right of Way Acquisition and Construction of Aurora Corridor Improvement Project N. 165 th to N 205 th
DEPARTMENT: Public Works
PRESENTED BY: Kirk McKinley, Aurora Corridor Project Manager Kris Overleese, PE, Capital Projects Manager

PROBLEM/ISSUE STATEMENT:

The environmental analysis of the Preferred Alternative approved by Council on July 23, 2007 is complete. Both State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA) review has been completed.

The Preferred Alternative focuses on being flexible in addressing impacts to buildings or parking as the design is developed over the next several months. It is generally based on the goals of a 110 foot cross section and includes a four foot amenity/utility zone, 7 foot sidewalk, and a 16 foot median. This alternative predominantly shifts east in the vicinity of N 175th Street and balances impacts and benefits throughout the corridor. Flexibility options include eliminating the amenity zone, narrowing sidewalks, narrowing medians, and shifting the roadway alignment to minimize impacts to business parking, buildings and business operation. This alternative recommends using the amenity zone and median for implementation of natural stormwater system concepts

Environmental review of the Preferred Alternative under the State Environmental Policy Act (SEPA) resulted in the issuance of a Mitigated Determination of Nonsignificance (MDNS) by the City's Responsible Official on November 21, 2007. Environmental review under the National Environmental Policy Act (NEPA) was also required because of the Project's federal funding and was completed with the issuance of a Documented Categorical Exclusion by the Federal Highway Administration on December 28, 2007.

Staff requests Council authorization to move forward with final design plans and specifications, right of way acquisition and construction of the flexible Preferred Alternative for the Aurora Corridor Improvement Project N 165th to N 205th Street as mitigated by the SEPA MDNS. Design and project planning will utilize the Implementation Strategies adopted by Council on July 23, 2007. As the middle mile (N 165th to N 185th Street) is fully funded, right of way acquisition and final design will begin with the adoption of Resolution No. 267. Construction for this segment is anticipated to begin in the spring of 2009. The third mile design (N 185th to N 205th Street) could also begin in 2008, though right of way acquisition and completion of design would wait until additional funding is secured. Staff is actively pursuing funding from State and federal


agencies for the balance. The total cost estimate (inflated) for the next two miles is \$93 million dollars.

RECOMMENDATION

Staff recommends that Council adopt Resolution No. 267 authorizing final design, right of way acquisition and construction of the Aurora Corridor Improvement Project (N 165th to N 205th Street).

Approved By:

City Manager



City Attorney



BACKGROUND

The community has been working on the Aurora Corridor Improvement Project since 1998. Completing the Aurora Corridor Improvement Project is currently Council Goal #4. The first mile (N 145th to N 165th Street) reached substantial completion in May, 2007 and staff has been working over the past two years to develop and perform environmental analysis on three project alternatives for N 165th to N 205th Street.

Three project alternatives were created in 2006 for the Aurora Corridor Improvement Project 165th – 205th. Alternative A was developed with assistance from the Aurora Business Team. Alternatives B and C were developed by staff and consultants. Once the preliminary environmental analysis was completed for all three build Alternatives and the “do nothing” alternative, staff developed the draft recommended flexible alternative. The draft recommended flexible alternative was adopted by Council on July 23, 2007 as the Preferred Alternative along with the updated Implementation Strategies (formerly the 32 Points).

The key to the Preferred Alternative is that it includes the flexibility to narrow the width of the sidewalk, amenity zone, and median to minimize impacts to business parking, buildings, and business operation. Due to this flexibility: Low Impact Development (LID) concepts can be utilized, property takes (impacts) are lessened, pedestrians are separated from the Business Access Transit (BAT) lane, and aesthetics are improved. This alternative balances the property required between east and west in the vicinity of the Seattle City Light right of way.

The SEPA and NEPA environmental analysis documentation was finalized in December of 2007. The City’s Responsible Official issued a mitigated determination of nonsignificance (MDNS) on November 21, 2007 incorporating mitigation measures included in several NEPA Environmental Discipline Reports. The Discipline Reports are adopted by reference in the MDNS and a complete copy is available in the Council Office or the Department of Planning and Development Services. The comment period closed on December 12, with three comment letters received. The City’s SEPA Responsible Official Joseph Tovar sent response letters to the three commenters in early January 2008. The Federal Highway Administration, as lead agency for NEPA, issued a Documented Categorical Exclusion (DCE) on December 28, 2007.

Both SEPA and NEPA decisions conclude that there are no probable *significant adverse* environmental impacts from the Project as conditioned for which an Environmental Impact Report or Environmental Assessment is required. This does not mean that extensive environmental review and analysis has not been accomplished. To the contrary, there has been significant and detailed environmental review over the last year as documented in the various discipline reports. What it does mean is that the detailed environmental discipline reports have indicated that the project (as conditioned and mitigated) will have no significant adverse environmental impacts warranting a full federal Environmental Assessment or more detailed State Environmental Impact Statement.

STAKEHOLDERS

From the beginning, this project has had a large group of stakeholders and a large community outreach component. Recently, the project has worked with the Aurora Business Team and the Aurora Business and Community Team. In 2006, project staff met with all property owners along the corridor to discuss the project and to get feedback. Two scoping meetings were held in 2006 and on January 17, 2007 Staff held a meeting with utility providers, transit providers, and local public agencies to give them an update. Late May and early June staff met individually with approximately 22 property/business owners along the corridor to review the draft recommended alternative. At the June 20, 2007 open house that had over 200 attendees, the community reviewed the draft recommended alternative. Staff has also met with the Fire Marshall to review the project.

FUNDING

The City's engineering consultant developed preliminary order of magnitude cost estimates for the draft recommended flexible alternative. These costs are preliminary, as there are many unknowns about the project. They are based on schematic designs and 2007 dollars. The updated Capital Improvement Program demonstrates the project cost to be \$93.4 million by the time the project is completed. This is due to right of way and construction inflation over the next several years (construction is estimated to be completed by 2012 as long as funding is secured for the N 185th to N 205th Street segment). The final project costs will depend on actual labor and material costs, actual site conditions, market conditions, final scope, schedule and right-of-way.

As design moves through the process, many of the unknown costs will be better understood. Also, because we haven't begun to acquire right-of-way, these costs may be quite different than presented. The contingency assumption which is included in the cost estimates below is 30% of the estimated construction costs.

The city currently has secured funding for the next two miles of \$48.2 million, of which \$36.7 million is from grants or from partner agency participation. The City is actively pursuing funding from several sources including Federal Transit Administration, Transportation Improvement Board, and other grant programs, as well as earmarks at the Federal level. The utility costs for Seattle City Light, Seattle Public Utilities, and Ronald Wastewater are separate projects within the Capital Improvement Program.

NEXT STEPS / SCHEDULE

With Council authorization, formal right of way acquisition and final design plans and specifications will begin. Construction from N 165th to N 185th Street is anticipated to begin the spring of 2009. This timeline is contingent upon a smooth right of way acquisition process. Staff would also begin design of the N 185th to N 205th Street segment in 2008, though right of way acquisition, completion of design, and construction would wait until additional funding is secured. Staff anticipates returning to

Council in the spring of 2008 with an update on Low Impact Development design. We are also tentatively scheduled to return to Council on January 28, 2008, for approval of some right of way acquisition procedures.

RECOMMENDATION

Staff recommends that Council adopt Resolution No. 267 authorizing final design, right of way acquisition and construction of the Aurora Corridor Improvement Project N 165th to N 205th Street.

ATTACHMENTS

- A- Proposed Resolution No. 267

RESOLUTION No. 267

A RESOLUTION OF THE CITY OF SHORELINE, WASHINGTON, AUTHORIZING FINAL DESIGN FOR THE AURORA CORRIDOR IMPROVEMENT PROJECT 165TH-205TH AND DIRECTING STAFF TO PROCEED WITH PROPERTY ACQUISITIONS AND CONSTRUCTION CONSISTENT WITH THIS DESIGN

WHEREAS , on November 23, 1998, the City of Shoreline adopted a comprehensive plan under the provisions of Chapter 36.70A RCW that includes the state mandated transportation element which:

- anticipates “Upgrading Aurora Avenue to meet urban standards”,
- “proposes as a high priority the completion of the sidewalk system on all arterial streets, on school bus routes and in locations demonstrated to need safer facilities”, and
- Includes a policy to “Pursue methods to improve and enhance transit operations on Aurora in Shoreline...;” and

WHEREAS, on December 9, 2002, the City of Shoreline adopted a final design for the Aurora Corridor Improvement Project 145th -165th which reached substantial completion in May, 2007;

WHEREAS , the City Council adopted a Preferred Alternative July 23, 2007 for environmental review of the Aurora Corridor Improvement Project 165th-205th (“Project”) under SEPA and NEPA;

WHEREAS, environmental review has now been completed by the lead agencies resulting in issuance of a MDNS on November 21, 2007 and a DCE on December 28, 2007;

WHEREAS, the Project is consistent with the City of Shoreline Comprehensive Plan and the State Growth Management Act, Chapter 36.70A RCW; now therefore.

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

Section 1. Adoption of Design. The Preferred Alternative adopted by the Council on July 23, 2007 as conditioned by the Mitigated Determination of Nonsignificance issued November 21, 2007 is adopted as the Final Design for the Aurora Corridor Improvement Project 165th-205th.

Section 2. Project Construction. The Council directs the staff to proceed with the development of detailed construction plans for the Aurora Corridor Improvement Project 165th-205th consistent with the Final Design, acquire necessary right-of-way and other property rights necessary for construction, proceed with a formal bid process for awarding a construction contract consistent with the plans, and take all other actions necessary to complete construction of this project.

ADOPTED BY THE CITY COUNCIL THIS 14TH day of January, 2008.

Mayor

Scott Passey
City Clerk

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