

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

**AGENDA TITLE:** Gateway Master Plan – Refined Designs for Priority Sites and Construction Implementation Order  
**DEPARTMENT:** Planning and Development Services  
**PRESENTED BY:** Andrea L. Spencer, Planner  
Tim Stewart, Director

**PROBLEM/ISSUE STATEMENT:**

The City of Shoreline adopted its first Comprehensive Plan in 1998. This plan establishes vision and direction for development of the city for the following twenty years. One of the vision statements in the plan reads:

“Each road and waterway into the City will have special treatment signaling entry into Shoreline. Gateways are defined by plantings, signage, three dimensional art, etc.”

To accomplish this goal, City Council established a work plan goal to adopt a Gateway Master Plan and on January 27, 2003 adopted the “Gateway Policy and Guideline Manual” by Resolution No. 202. Staff has developed refined designs for the “Priority” sites as identified in the Gateway Manual and these design sketches are shown in Attachment A. The purpose of this workshop is for Council to review these designs prior to their finalization and to confirm the order of implementation.

**ALTERNATIVES:**

***Staff Recommended Option 1***

- Provide feedback on the designs for the priority gateways.
- Direct staff to proceed with construction of the 175<sup>th</sup> & I-5 Gateways in 2003 and the other sites in future years.

***Option 2***

- Provide feedback on the designs for priority gateways.
- Direct staff to proceed with construction implementation order as determined by Council.

**FINANCIAL IMPACT:**

At this time there is approximately \$115,000 in the budget for gateway construction in 2003. The CIP budget has also allotted \$100,000 each year in 2004 and 2005 for gateway construction.

**RECOMMENDATION**

Staff seeks general comments regarding the refined gateway designs and direction to proceed with the final design and construction of the two gateways at 175<sup>th</sup> & I-5 in 2003.

Approved By: City Manager  City Attorney 

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## **INTRODUCTION**

The City's Comprehensive Plan indicates that "every entry into the city should receive special treatment." The fundamental purpose of having gateways in Shoreline is to: announce boundaries, create identity and character, provide recognition of place, and establish a sense of place. City Council has implemented this Comprehensive Plan vision by adopting the Gateway Policy and Guideline Manual and has set aside funding in the Capital Improvement Plan to construct gateways in accordance with this manual.

## **BACKGROUND**

The last formal presentation to City Council regarding the Gateway Plan occurred in January 2003. During this meeting Council adopted the Gateway Manual via Resolution No. 202. Since that time, staff has refined the designs for the "Priority" sites and developed cost estimates for each of those designs. The purpose of this workshop is to review the designs and confirm the order in which the gateways will be constructed.

## **DISCUSSION**

### ***PRIORITY SITE DESIGNS SKETCHES & ELEMENT LIST***

The Gateway Manual identified eight priority sites for construction, and it contained preliminary sketches indicating how the policies contained in the manual could be applied to these sites. In the months since the plan adoption, staff and the design team from KPG have worked to refine these concept sketches (see **Attachment A**). We also worked with the "Essential" and "Auxiliary Elements" from the Gateway Manual and developed a matrix list of features (such as landscaping, trellis, public art, or population signs) that may be included at each of the sites (see **Attachment B**). When reviewing the design sketches the reader should also refer to the matrix of elements to learn what features are proposed to be included at each site.

### ***DESIGN HIGHLIGHTS***

#### **SITE 1: Westminster**

The reader will note that the sketches present more than one solution for Gateway site numbers 1 and 2. Site No. 1: Westminster/Dayton presents the opportunity for either a small urban plaza design with gateway elements (shown in Attachment A as "Site 1 Option 1") or redevelopment of the site with a building and gateway elements ("Option 2" with hypothetical building shown on site). These illustrations show the range of possibilities for this property.

#### **SITE 2: I-5 / 145<sup>th</sup> and 5<sup>th</sup> NE**

This site will have two gateway features added to it. One gateway installation will occur at the existing transit stop at the northwest corner of intersection, and a second less elaborate sign will be placed at the northeast corner of the intersection. There are two options presented for the transit stop: The drawing labeled "Site 2 Option 1" in Attachment A shows how an elaborate gateway wall could be constructed with a bus shelter integrated within it. The second alternative shown for this site illustrates how the existing bus shelter could be upgraded (multiple sketches of bus shelter design options are shown on one sheet labeled "Site 2 Option 2"). Coordination with Metro and

Washington State Department of Transportation and evaluation of future maintenance costs will be required to determine the option that is most feasible.

#### **SITES 3 & 4: I-5 / 175<sup>th</sup>**

##### **Ronald Bog Site & SE Corner of I-5 & 175<sup>th</sup> along 175<sup>th</sup>**

There are gateway installations proposed for both the west and east side of the freeway with the western installation occurring near the Ponies at Ronald Bog park. The Ronald Bog site is an excellent place for a gateway, as the community already closely identifies with it and implementation will be simpler since the City owns the property. Stone will be used in this location to help the gateway blend as part of the natural park setting, although the color is similar to the brick that is used in the other gateways. A secondary style gateway is proposed at the southeast corner of the intersection of 175<sup>th</sup> & I-5 so that an eastbound traveler along 175<sup>th</sup> will enjoy the installation. ***Staff has proposed that these sites should be constructed in 2003, although the construction at the southeast corner of 175<sup>th</sup> & I-5 will require coordination with WSDOT and implementation may take additional time.***

#### **SITE 5: 205<sup>th</sup> & Meridian**

The gateway installation will occur at the southwest corner of the intersection. The drawings also show the potential to include gateway features such as a wall at the southeast corner of the intersection to announce the northern entrance to the Interurban Trail. The design for this site takes advantage of the topographic changes and utilizes three evergreen trees to emulate the City's logo in living form. Like the Ronald Bog installation, this site also uses stone work to reflect a more natural backdrop.

#### **SITES 6 & 7: 205<sup>th</sup> & 15<sup>th</sup> NE / 145<sup>th</sup> & 15<sup>th</sup> NE**

These two locations are very similar in design. The element list indicates the features that are proposed to be included at these sites. One feature of interest will be the inclusion of a city population sign. The addition of this signage type will be easiest on this gateway style because the main structure of the gateway will allow easy attachment/detachment of auxiliary elements (and when population changes annually this will be an important consideration).

#### **SITE 8: I-5 Pedestrian Bridge**

Improvements are proposed for the I-5 pedestrian bridge in conjunction with the gateway plan. This will include painting the existing fencing "cage" work on the bridge and adding decorative elements such as the "wavy" handrails shown in one sketch or the attachment of sculptural water features from the City's logo. In each case they would be subtle improvements to the bridge to reflect design elements that are part of the gateway manual.

#### **COST ESTIMATES**

Preliminary cost estimates have been developed for each of the design alternatives shown (see **Attachment C**). The table shows the assumptions made for costs including a 30% Contingency, 15% Design/Survey Costs, and 15% Construction Inspection costs. There are further notes in the table that indicate other issues that may add to the costs such as building removal and environmental cleanup at the Westminster site. The next section, "Implementation," shows how the projects can be grouped for construction with \$100,000 each year in 2003 through 2005.

### **IMPLEMENTATION – CONSTRUCTION ORDER**

The following table summarizes the information contained within the cost estimate tables in Attachment C and shows the order in which staff is recommending implementation. The factors staff considered for this ordering included the assumption that \$100,000 would be available during each year from 2003-2005, allowance for adequate time for interagency coordination and availability of real estate, and geographic distribution across the City. City Council has the option of reordering this list and/or changing the dollars allocated in the CIP for gateway funding in each year.

<b>YEAR FOR CONSTRUCTION AND SITE LOCATION NUMBER</b>	<b>COST ESTIMATES</b> <i>in 2003 Dollars</i>
<b>2003</b> Gateway Site No. 3 I-5 @ NE 175th St. (West Side - @ Ronald Bog Ponies)  Gateway Site No. 4 I-5 @ NE 175th St. (East Side)	 \$71,500   \$32,500
<b>2004</b> Gateway Site No. 5 N 205th St. & Meridian Avenue N  Gateway Site No. 7 N 145th St. & 15th Avenue NE	 \$59,800  \$26,000
<b>2005</b> Gateway Site No. 6 N 205th St. & 15th Avenue NE  Gateway Site No. 1 Westminster Way @ Dayton Avenue N <i>*This cost includes only construction cost and does not reflect any estimates for building removal, environmental analysis/clean-up of the site, or potential coordination with a private developer. The actual cost could be significantly higher or lower depending on the options available at time of construction.</i>	 \$42,900  \$65,000*
<b>TOTAL ESTIMATED COST</b>	<b>\$297,700</b>

## **RECOMMENDATION**

Staff seeks general comments regarding the refined gateway designs and direction to proceed with the final design and construction of the two gateways at 175<sup>th</sup> & I-5 in 2003.

## **ATTACHMENTS**

- Attachment A: Refined Design Drawings for Priority Gateways (*Priority gateways are defined in the Gateway Policy and Guideline Manual*)
- Attachment B: Design Element List for Each of the Priority Gateways
- Attachment C: Preliminary Cost Estimates for Construction of the Priority Gateways

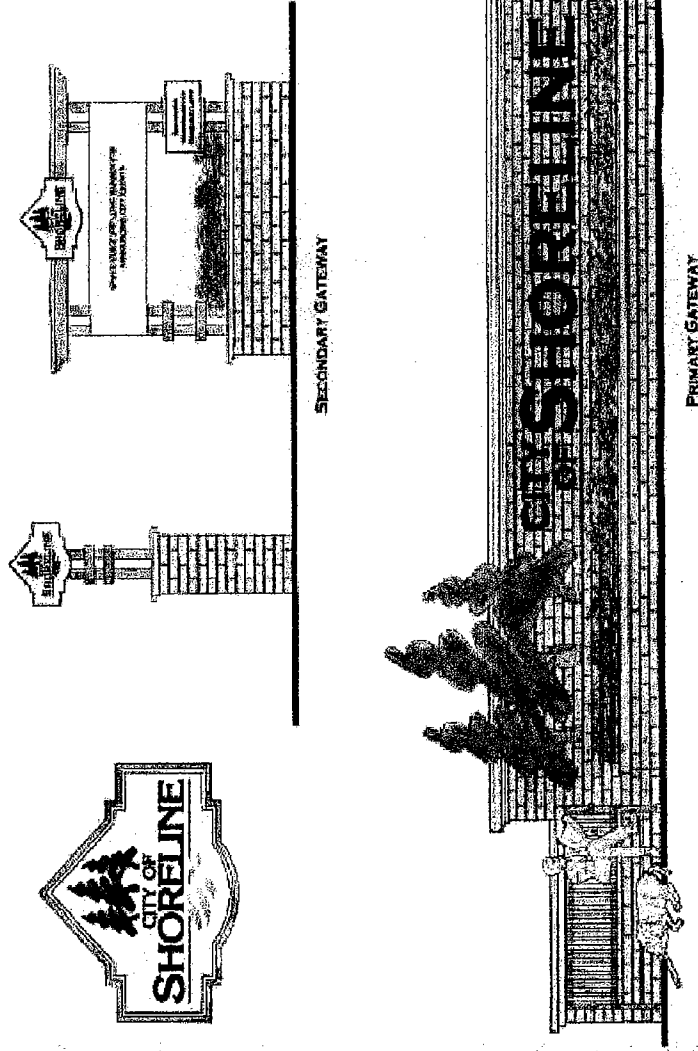
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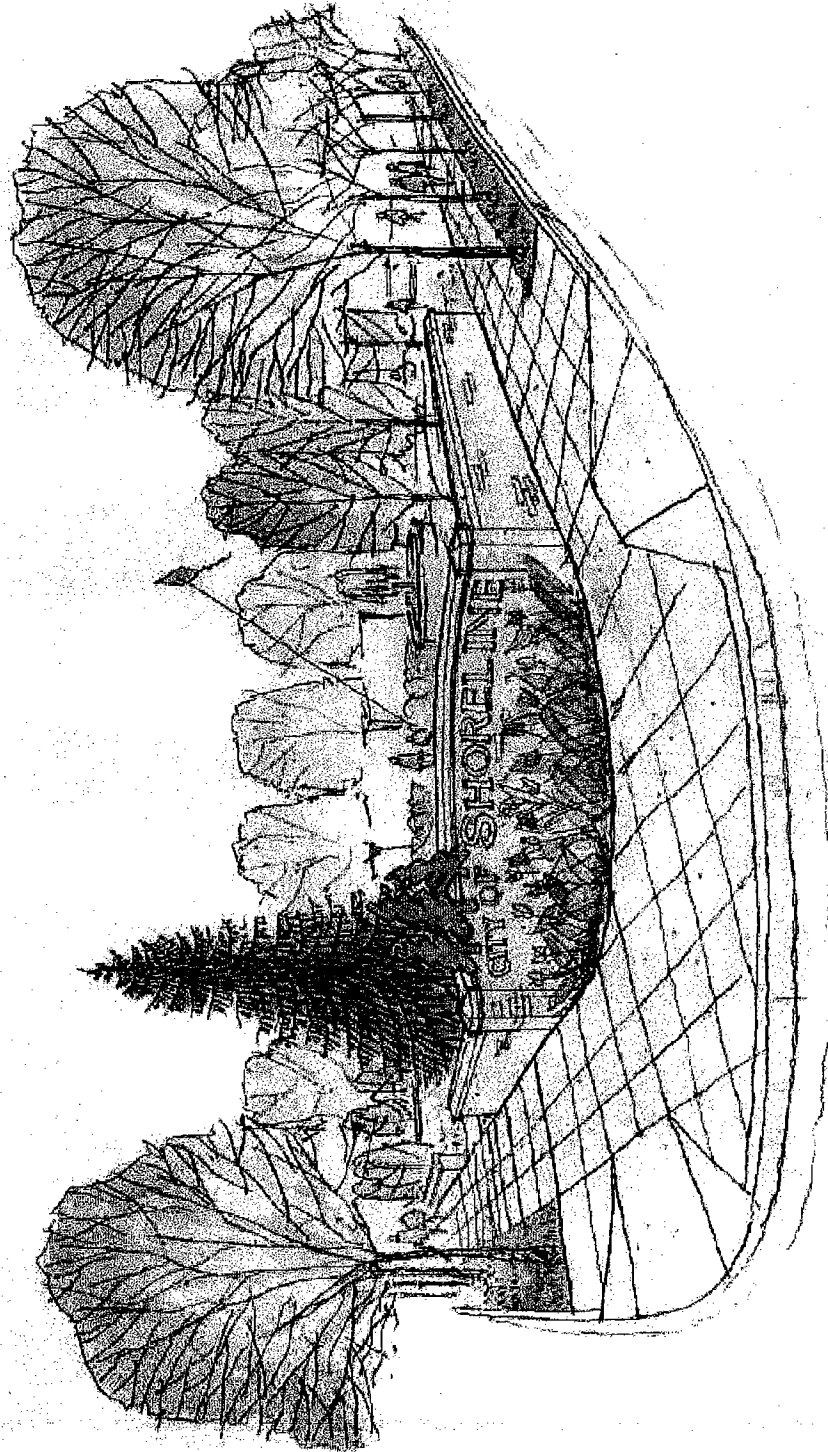
### **Refined Design Drawings for Priority Gateways**

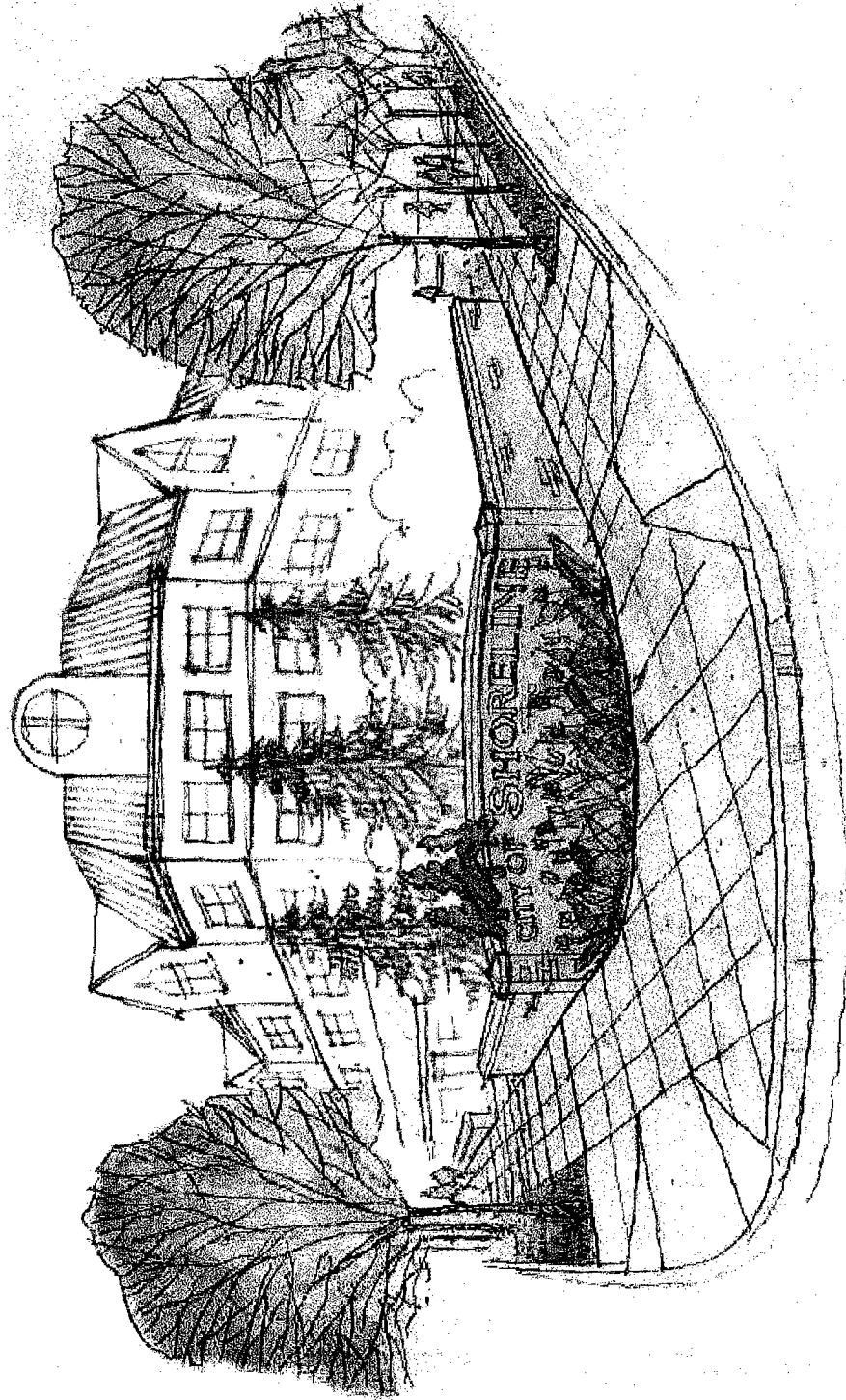
*(Priority gateways are defined in the Gateway Policy and Guideline Manual)*

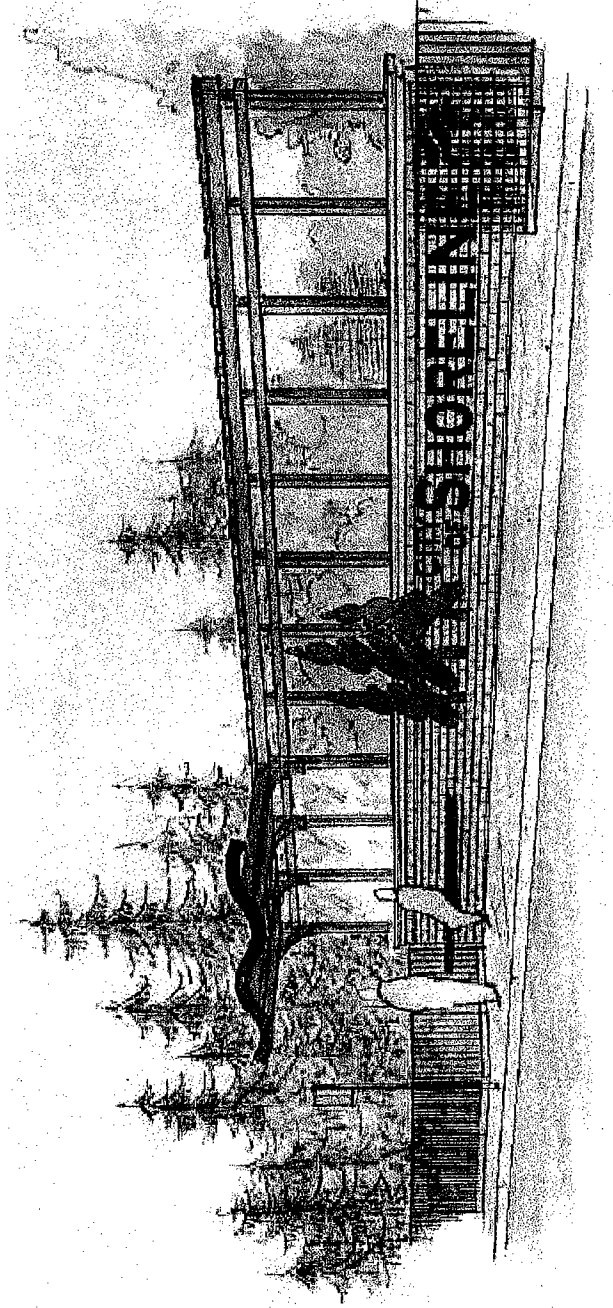
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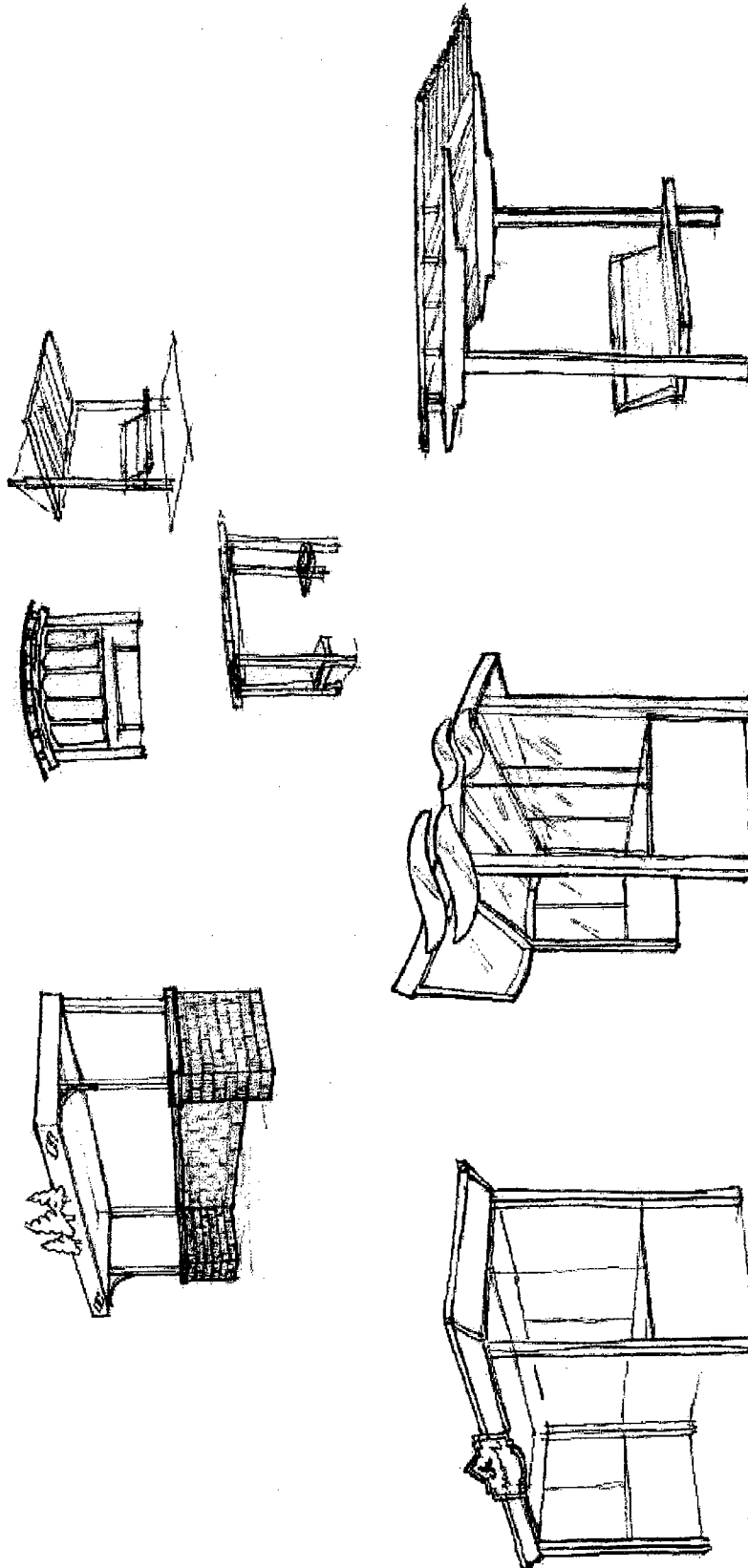


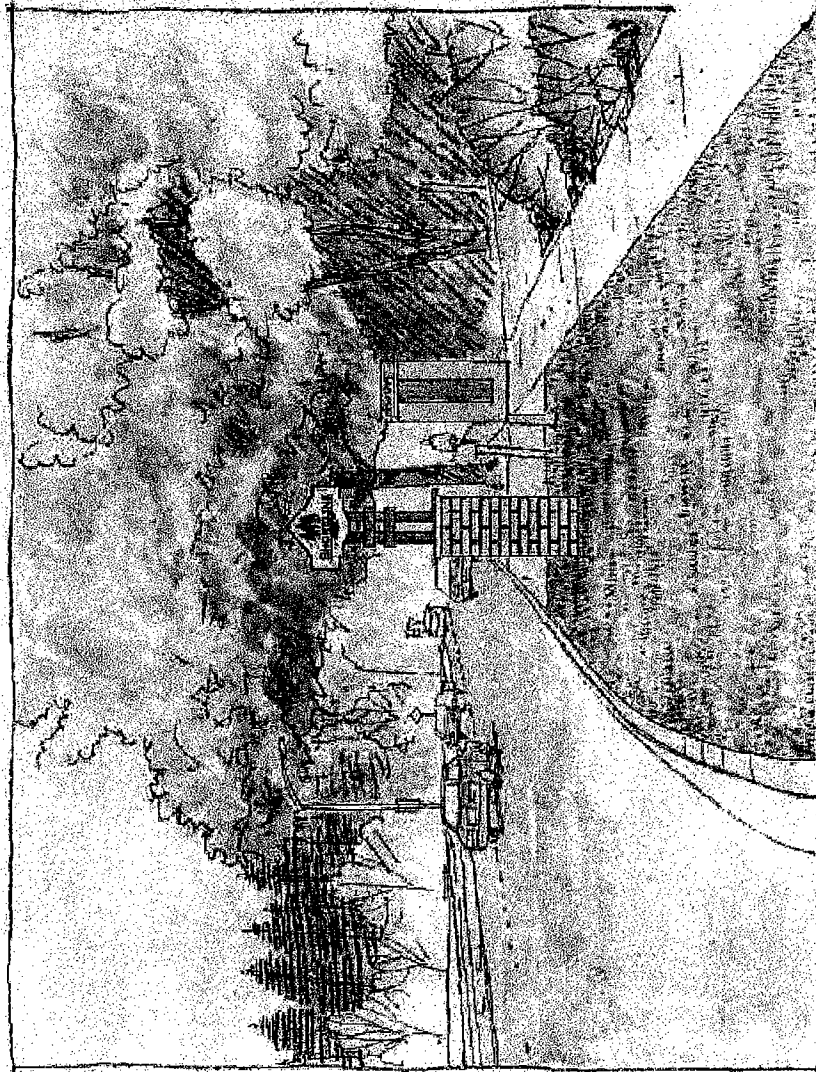






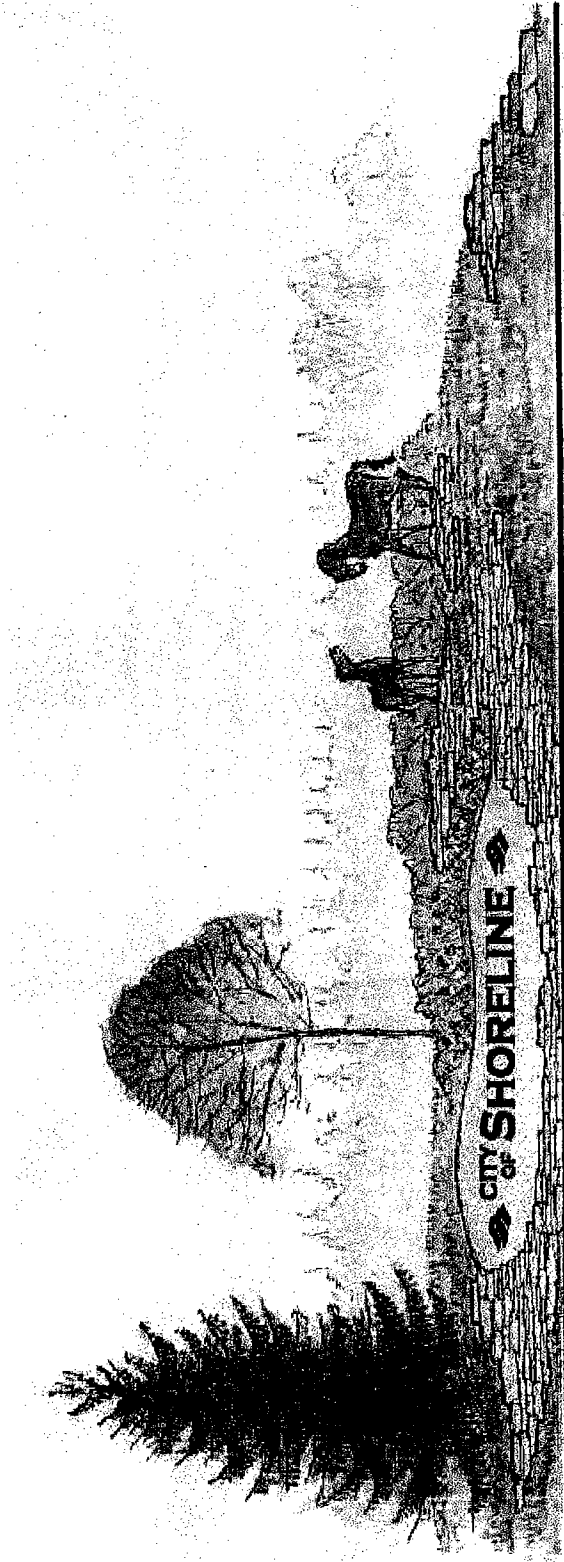


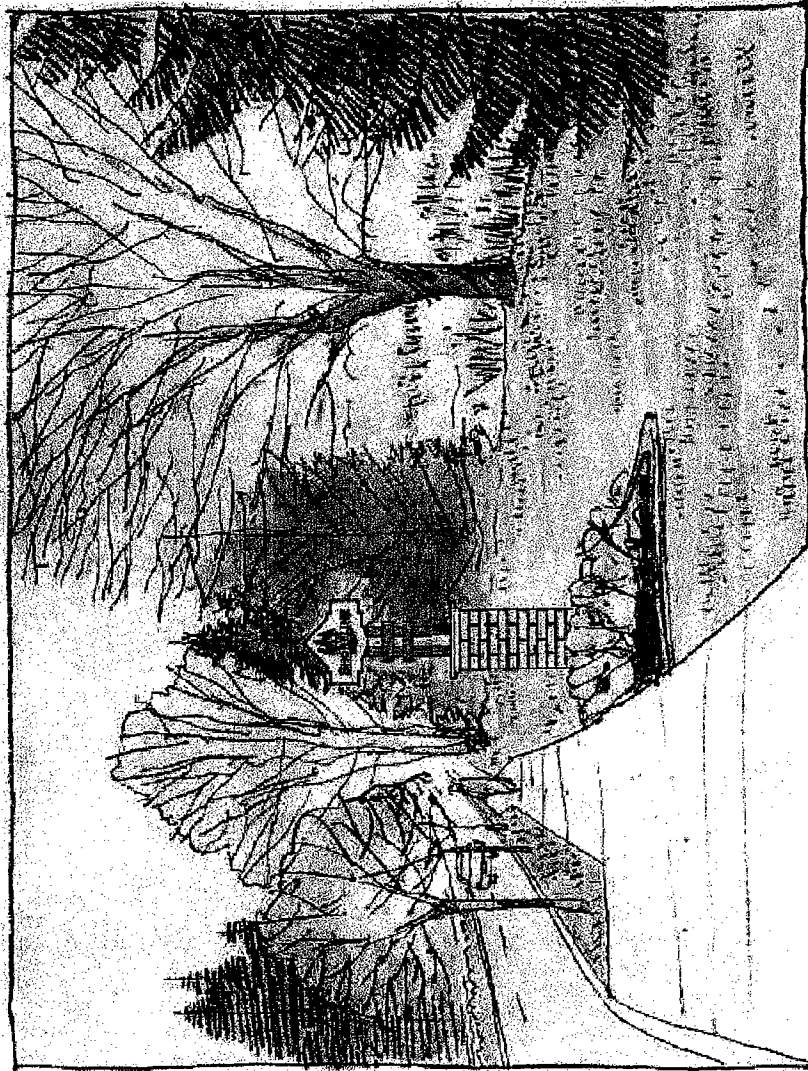




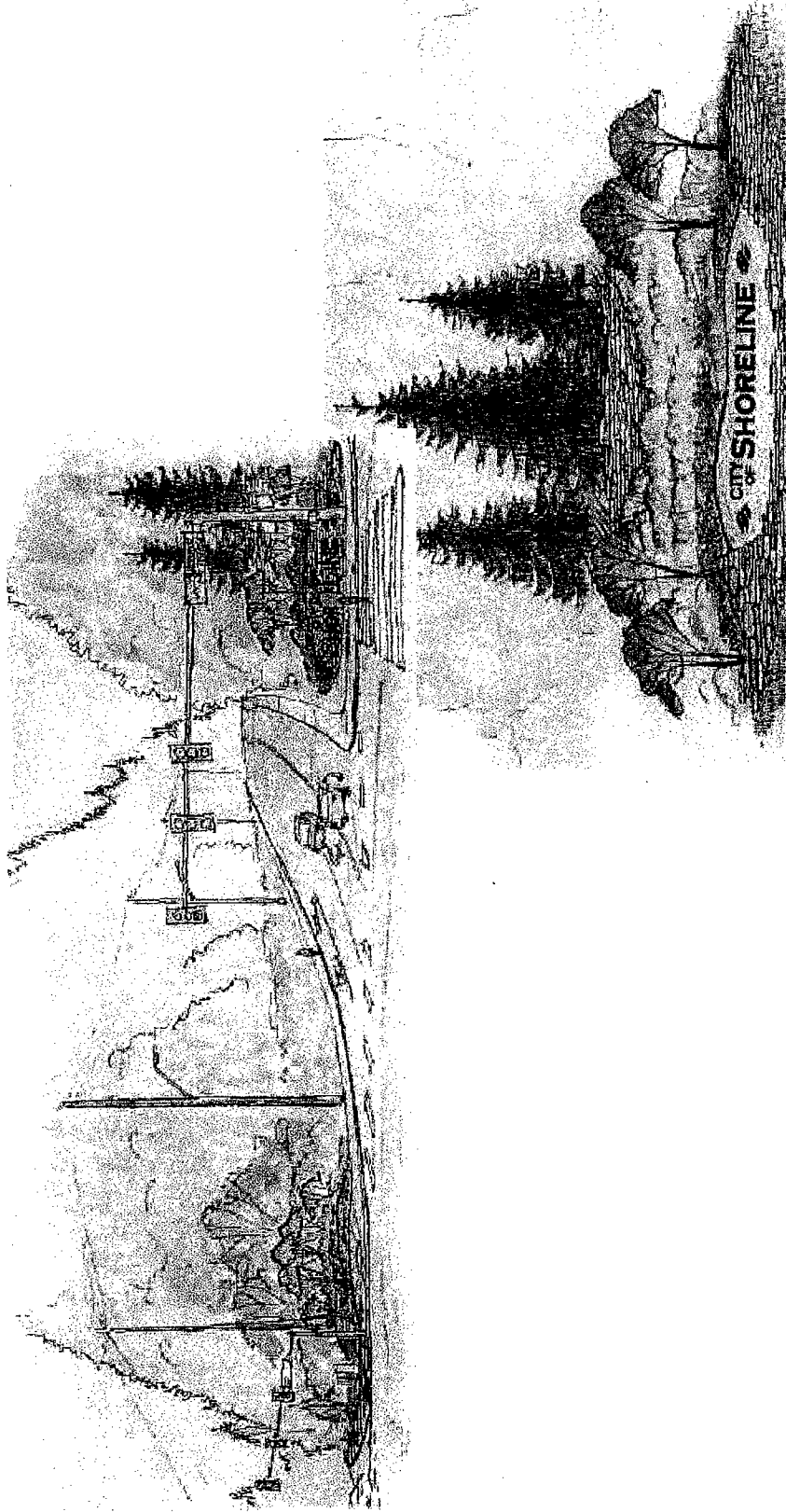
SITE 2  
SECONDARY  
INSTALLATION  
ON 5<sup>TH</sup> NE

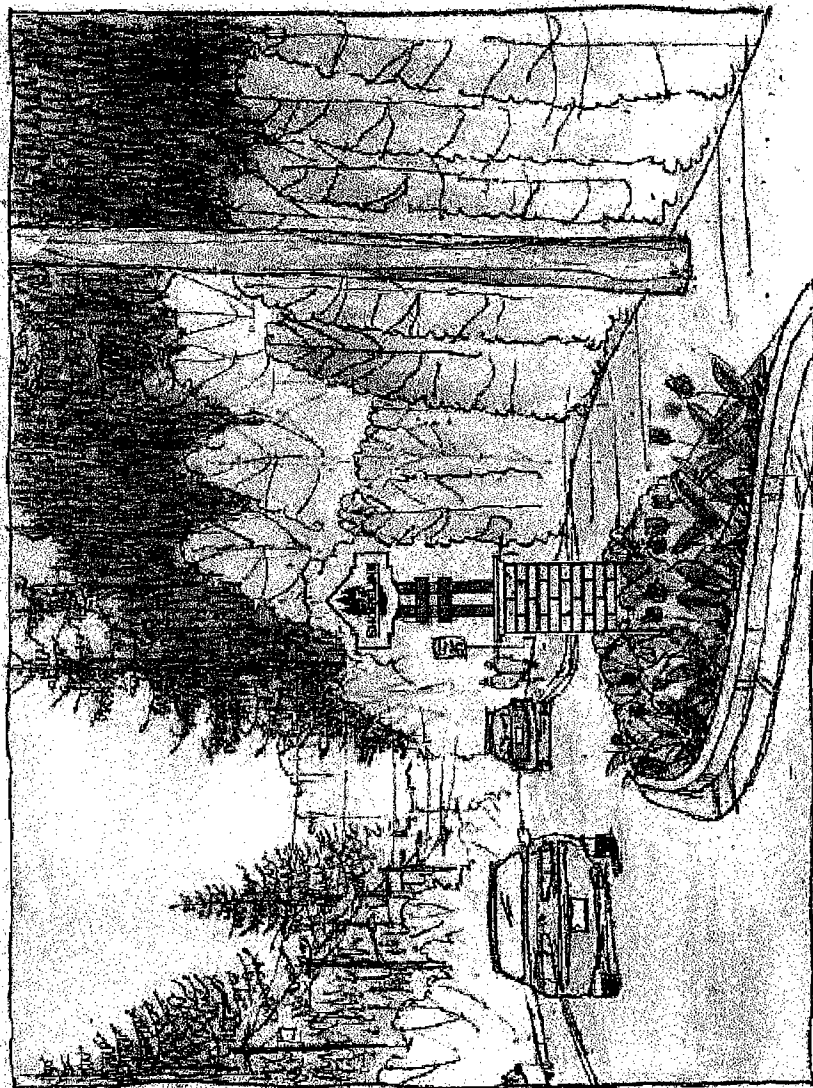
SHORELINE GATEWAYS MASTER PLAN — KPG

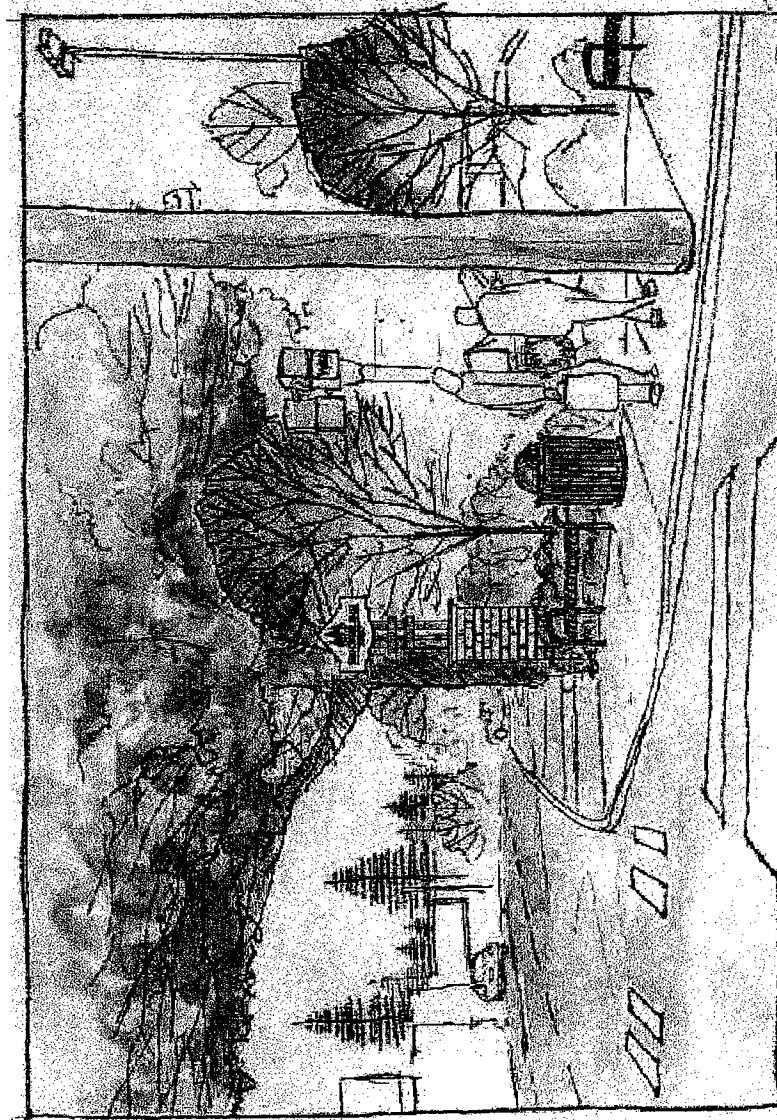


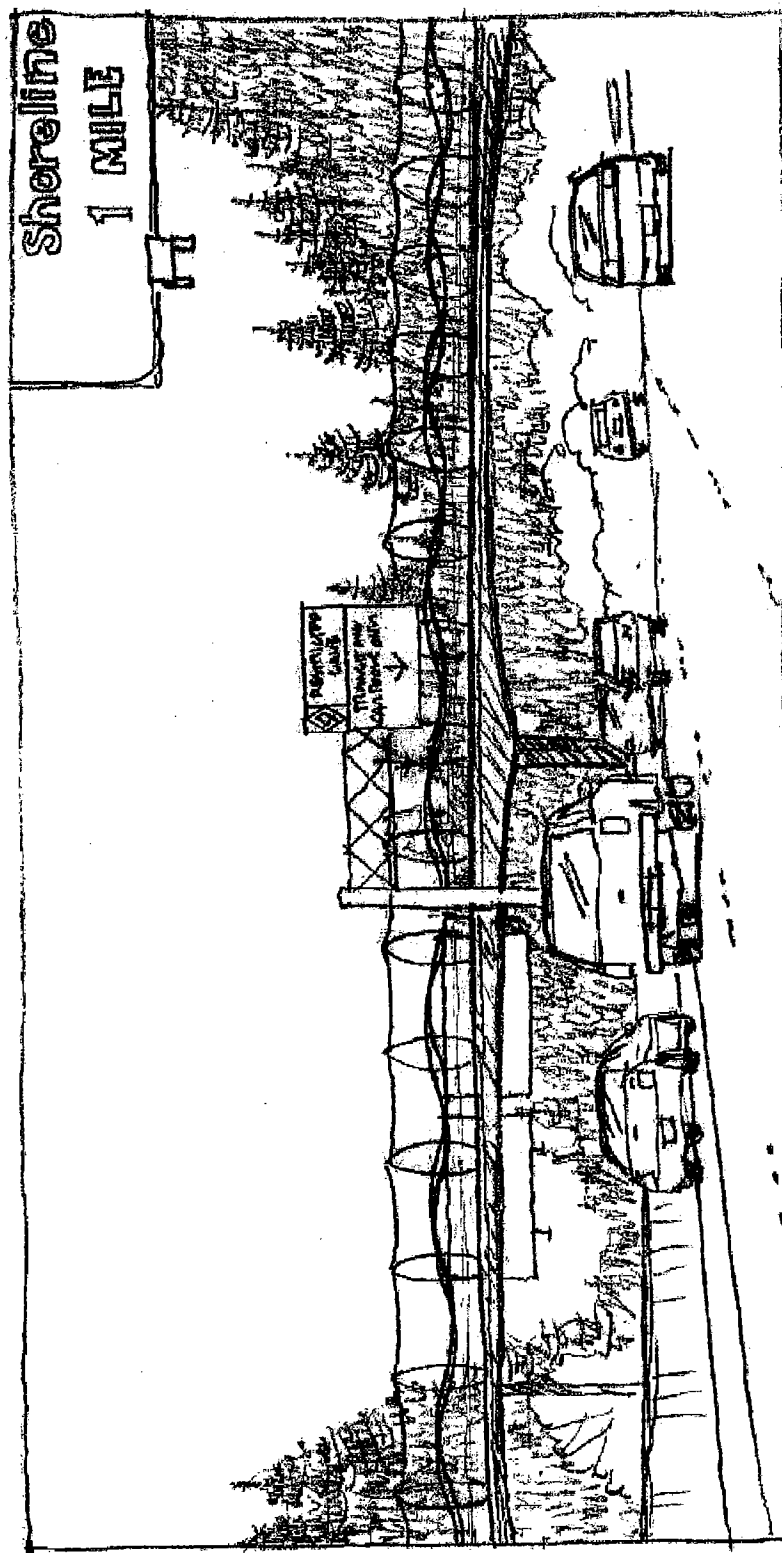


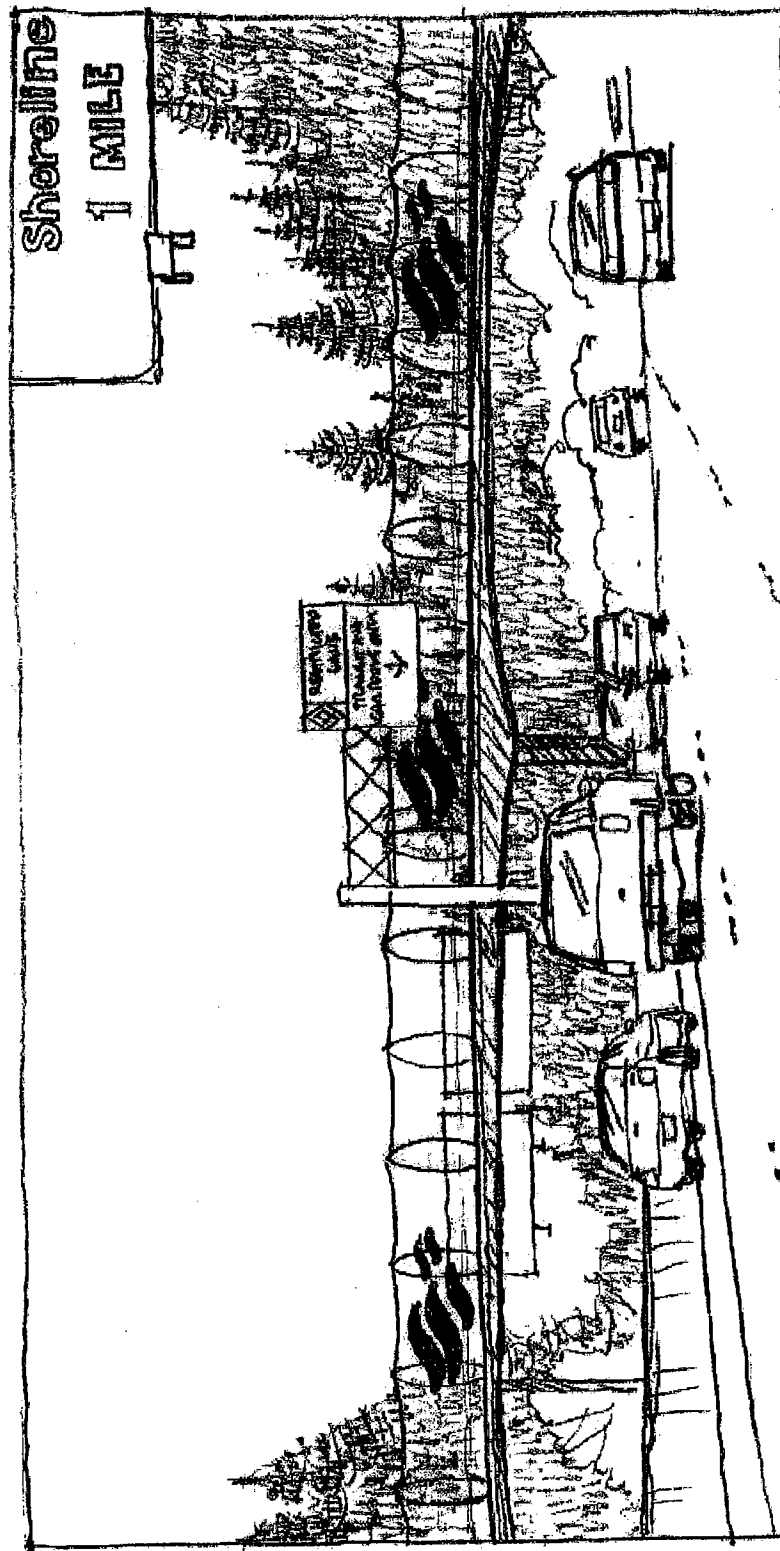












Note: All metal will be painted blue to match the City's logo and the fencing fabric will be replaced.



**Attachment B:**  
**Design Element List for each of the Priority Gateways**

**KPG**

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**Attachment C:**  
**Preliminary Cost Estimates for**  
**Construction of the Priority Gateways**



**CITY OF SHORELINE**  
Planning and Development Services

Gateway's Master Plan		Gateway Priority		No. 1		No. 2		No. 3		No. 4		No. 5		No. 6		No. 7		No. 8	
Design Development - Preliminary Cost Estimate		Location		Westminster Way @ Dayton Avenue N		I-5 @ NE 145th St & 5th Avenue N		I-5 @ NE 175th St west side		I-5 @ NE 175th St east side		N 205th St & Meridian Avenue N		N 205th St & 15th Avenue NE		N 145th St & 15th Avenue NE		I-5 Pedestrian Bridge @ NE 195th St	
No.	Item	Unit	Cost	Qty	Total Cost	Qty	Total Cost	Qty	Total Cost	Qty	Total Cost	Qty	Total Cost	Qty	Total Cost	Qty	Total Cost	Qty	Total Cost
	Mobilization (@ 8% of construction)	LS		1	\$ 2,649	1	\$ 4,452	1	\$ 2,945	1	\$ 1,336	1	\$ 2,440	1	\$ 1,761	1	\$ 1,021	1	\$ -
	Temporary Water Pollution / Erosion Control	FA	\$ 300	1	\$ 300	1	\$ 300	1	\$ 300	1	\$ 300	1	\$ 300	1	\$ 300	1	\$ 300		\$ -
	Traffic Control Labor	HR	\$ 30	40	\$ 1,200	40	\$ 1,200	40	\$ 1,200	40	\$ 1,600	40	\$ 1,200	40	\$ 1,200	40	\$ 1,600		\$ -
	Clearing and Grubbing	LS	\$ 500	1	\$ -	1	\$ 500	1	\$ 500	1	\$ 500	1	\$ 500	1	\$ -	1	\$ 500		\$ -
	Remove Pavement, Curb, etc.	LS	\$ 4,000	1	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	Remove/Relocate Existing Signs	EA	\$ 200	1	\$ -	2	\$ 400	1	\$ -	1	\$ 200	1	\$ 200	1	\$ 200	1	\$ 200		\$ -
	Sidewalk	SY	\$ 35	50	\$ 1,750	50	\$ 1,750		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	Curb and Gutter	LF	\$ 15	50	\$ 750		\$ -		\$ -		\$ -		\$ -	50	\$ 750		\$ -		\$ -
	Modify Storm System	LS	\$ 4,000	1	\$ 4,000		\$ -		\$ -		\$ -		\$ -	1	\$ 4,000		\$ -		\$ -
	Retaining Wall (assume 4' tall x 50' long=200sf)	SF	\$ 30		\$ -		\$ -	200	\$ 6,000		\$ -	300	\$ 9,000		\$ -		\$ -		\$ -
	Stacked Stone Wall (assume 4' tall x 50' long=200sf)	SF	\$ 40		\$ -		\$ -	200	\$ 8,000		\$ -	200	\$ 8,000		\$ -		\$ -		\$ -
	Brick Facing (assume 4' tall x 50' long = 200 sf)	SF	\$ 10	200	\$ 2,000	200	\$ 2,000		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	Four deaton (assume 50' long)	LF	\$ 100	50	\$ 5,000	50	\$ 5,000	50	\$ 5,000		\$ -	50	\$ 5,000		\$ -		\$ -		\$ -
	Bark Mulch	CY	\$ 30	2	\$ 60		\$ -	0.5	\$ 15		\$ -	5	\$ 150	2	\$ 60	2	\$ 60		\$ -
	Groundcover/Flower Display	SF	\$ 5	50	\$ 250		\$ -	100	\$ 500	20	\$ 100	30	\$ 150	300	\$ 1,500	20	\$ 100		\$ -
	Conifer Trees - 5'-8' Tall	EA	\$ 100	3	\$ 300		\$ -	3	\$ 300		\$ -	5	\$ 500		\$ -		\$ -		\$ -
	Automatic Irrigation System	LS	\$ 4,000	1	\$ 4,000		\$ -	1	\$ 4,000		\$ -		\$ -	1	\$ 4,000		\$ -		\$ -
	Bench	EA	\$ 2,000	1	\$ 2,000	1	\$ 2,000	1	\$ 2,000	1	\$ 2,000		\$ -		\$ -		\$ -		\$ -
	Liter Receptacle	EA	\$ 2,000	1	\$ 2,000	1	\$ 2,000	1	\$ 2,000	1	\$ 2,000		\$ -		\$ -		\$ -		\$ -
	Tertiary Column	EA	\$ 10,000		\$ -	1	\$ 10,000		\$ -	1	\$ 10,000		\$ -	1	\$ 10,000	1	\$ 10,000		\$ -
	Trellis	LS	\$ 25,000		\$ -	1	\$ 25,000		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	Sign Letters	LS	\$ 3,000	1	\$ 3,000	1	\$ 3,000	1	\$ 3,000		\$ -	1	\$ 3,000		\$ -		\$ -		\$ -
	Sign Lighting/Electrical	LS	\$ 2,500	1	\$ 2,500	1	\$ 2,500	1	\$ 4,000		\$ -	1	\$ 2,500		\$ -		\$ -		\$ -
	Railing/Artwork for Bridge	LS	\$ 60,000		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	1	\$ 60,000
	Subtotal				\$ 35,759		\$ 60,102		\$ 39,760		\$ 18,036		\$ 32,940		\$ 23,771		\$ 13,781		\$ 60,000
	30% Contingency				\$ 10,728		\$ 18,031		\$ 11,928		\$ 5,411		\$ 9,882		\$ 7,131		\$ 4,134		\$ 18,000
	Sales Tax (8.6%)				\$ 3,075		\$ 5,169		\$ 3,419		\$ 1,551		\$ 2,833		\$ 2,044		\$ 1,185		\$ 5,160
	Total				\$ 49,562		\$ 83,301		\$ 55,108		\$ 24,998		\$ 45,655		\$ 32,946		\$ 19,100		\$ 83,160
TOTAL ESTIMATED CONSTRUCTION COSTS					\$ 50,000		\$ 85,000		\$ 55,000		\$ 25,000		\$ 46,000		\$ 33,000		\$ 20,000		\$ 85,000
DESIGN / SURVEY (@ 15% of construction costs)					\$ 7,500		\$ 12,750		\$ 8,250		\$ 3,750		\$ 6,900		\$ 4,950		\$ 3,000		\$ 12,750
CONSTRUCTION INSPECTION (@ 15% of construction costs)					\$ 7,500		\$ 12,750		\$ 8,250		\$ 3,750		\$ 6,900		\$ 4,950		\$ 3,000		\$ 12,750
TOTAL ESTIMATED PROJECT COSTS					\$ 65,000		\$ 110,500		\$ 71,500		\$ 32,500		\$ 59,800		\$ 42,900		\$ 26,000		\$ 110,500

1) Estimate is for the year 2003 (dollars) following Means Catalog and similar recently built projects and assumes contractor bidded project (not built by City crews). Cost estimates will be further refined as design development continues.

2) Sales Tax: Assumes sales tax is required.

3) Project Contingency: A 30% contingency is provided because designs are still conceptual.

4) Landscape Irrigation: Automatic Irrigation System includes electrical hookup, water meter, DCVA, and associated costs for each location.

5) Public Art: All costs, including fabrication and installation of Public Art are not included within this estimate.

6) Westminster Property: Costs for demolition of buildings/structures and possible contaminated soil mitigation are not included.

7) Westminster Property: Costs developing site as park, private development, crosswalk/ intersection modifications or undergrounding/ relocation of power poles are not included.

8) I-5 Pedestrian Bridge: Costs related to WSDOT requirements, and constructability issues are guesstimated.

9) Tertiary Column: Costs include brick column, metal tubing and decorative sign.

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