DRAFT

CITY OF SHORELINE

SHORELINE CITY COUNCIL
SUMMARY MINUTES OF REGULAR MEETING

Monday, October 11, 1999
7:30 p.m.

Shoreline Conference Center
Mt. Rainier Room

PRESENT: Mayor Jepsen, Deputy Mayor Montgomery, Councilmembers Gustafson, Hansen, King, Lee and Ransom

ABSENT: None

1. CALL TO ORDER

The meeting was called to order at 7:34 p.m. by Mayor Jepsen, who presided.

2. FLAG SALUTE/ROLL CALL

Mayor Jepsen led the flag salute. Upon roll by the City Clerk, all Councilmembers were present with the exception of Councilmember Ransom, who arrived shortly thereafter.

3. REPORT OF CITY MANAGER

Robert Deis, City Manager, reported that the King County Council voted today to transfer lead status and $683,000 to the City of Shoreline for the Interurban Trail.

Councilmember Gustafson recognized Mayor Jepsen for the persistence of his efforts to facilitate development of the Interurban Trail.

4. REPORTS OF BOARDS AND COMMISSIONS

Dick Nicholson, Chair, Council of Neighborhoods, presented and explained the request of the Council of Neighborhoods that City Council establish a line item called "historical preservation" for the City's 2000 budget.

Ken Howe, 745 N 184th Street, discussed reasons for the request for City funding for historical preservation and distributed an inventory he had prepared of historic homes.

Mayor Jepsen said he will carefully review the minutes of the Council of Neighborhoods meeting in order to understand the significance of the request for a line item in the City budget for historical preservation.

Mr. Howe mentioned that the King County Landmarks and Heritage Program offers grants.

5. PUBLIC COMMENT

(a) Ros Bird, Shoreline-Lake Forest Park Arts Council Director, noted the proclamation of October as National Arts and Humanities Month and mentioned related events. She expressed concern about the possible implications of the passage of Initiative 695.

(b) Victoria Stiles, Shoreline Historical Museum Director, noted National Arts and Humanities Month, and she reported on recent and upcoming exhibits at the museum. She also mentioned grant funds the museum has received.

6. APPROVAL OF THE AGENDA

Councilmember Lee moved approval of the agenda. Councilmember Gustafson seconded the motion, which carried 7-0, and the agenda was approved.

7. CONSENT CALENDAR

Deputy Mayor Montgomery moved to approve the consent calendar. Councilmember Hansen seconded the motion, which carried 7-0, and the following items were adopted:

Minutes of Workshop of September 20, 1999
Minutes of Dinner Meeting of September 27, 1999
Minutes of Regular Meeting of September 27, 1999

Approval of expenses and payroll as of September 30, 1999 in the amount of $ 541,719.73

8. NEW BUSINESS

(a) Discussion of (1) Initiative 695 Impacts; (2) the 2000 Budget Process; and (3) options for dealing with I-695 if it passes

Mr. Deis reviewed the staff report. To illustrate the relatively modest amount of current City expenditures, Mr. Deis noted that ten other cities of similar size in the region spend an average of $4,600 per acre annually on park maintenance, whereas Shoreline spends $2,300 per acre annually. The average police staffing of those ten cities is 2.05 officers per thousand residents; whereas, police staffing in Shoreline is currently 1.06 officers per thousand.

Mayor Jepsen invited public comment.

(1) Kathy Halliburton, 18315 Wallingford Avenue N, proposed that the City reduce or restructure neighborhood mini-grant funding, rather than eliminate it, if I-695 passes and expenditure reductions become necessary. Likewise, she suggested job sharing as an alternative to the elimination of staff positions.

(2) Richard Ruther, 17747 Second Place NE, opposed the elimination of arts and culture services from the City budget.

Mayor Jepsen explained that the expenditure reductions in Attachment A are potential responses to the reduction in revenue that would result from passage of I-695, not proposals for immediate Council action.

Councilmember King highlighted that the City receives only nine percent of property tax revenues. She asked whether staff had considered the implementation of a Business and Occupations (B&O) tax. Finance Director Joe Meneghini responded that previous staff research showed that a B&O tax would not provide sufficient revenue to replace the amount the City would lose if I-695 passes.

Councilmember King commented that some people promote gambling taxes as an alternative for increasing City revenues. She noted the expense of special elections. She said the passage of I-695 could adversely effect bond ratings, resulting in further expenses. She expressed her hope that citizens will carefully consider the ramifications of I-695.

Noting that Council will hold a public hearing on I-695 at its meeting on October 25, Mr. Deis suggested that Council decide at that time whether to take a position on the measure.

Councilmember Hansen asserted his opposition to City reliance on gambling taxes, stating he will not vote for any budget that includes gambling tax revenues among those supporting City operations. He acknowledged that he advocated "no new taxes" in his campaign for Council. He went on to explain his belief that the City must be fiscally sound. He said Council should consider revenues to stabilize the long-term City budget regardless of whether I-695 passes. He pointed out that almost all cities of the size of Shoreline have adopted utility taxes. He said he would be in favor of investigating the adoption of utility taxes. He opposed the adoption of a B&O tax.

Councilmember Ransom also opposed the adoption of a B&O tax at this time. Noting the two phases of Motor Vehicle Excise Tax (MVET) revenues, he said the State is more likely to replace Phase I funds. However, he asserted that such replacement could take as long as two years.

Councilmember Ransom commented that he is not in favor of I-695. City Attorney Ian Sievers stated that Councilmember comments on a ballot measure are not appropriate at this time because they could be seen as a use of public facilities. He advised that

comments regarding I-695 will be appropriate at the open forum during the Council meeting on October 25.

Councilmember Ransom said a utility tax is a reasonable means to replace the MVET revenues the City will lose if I-695 passes. However, he noted that many people would consider Council adoption of a utility tax now to be "an end run around the (November) election." For this reason, he advocated that Council wait until after the vote on I-695 to consider adopting a utility tax.

Noting comments of State legislators and Association of Washington Cities (AWC) staff at a recent AWC legislative conference, Mr. Deis said the State is not likely to "backfill" the revenues that would be lost if I-695 passes.

Deputy Mayor Montgomery agreed with Councilmember Hansen's comments. She said she opposed new taxes during her campaign for City Council. However, she asserted that funding for City services is very limited and that the City needs more revenues.

Councilmember Lee recommended that staff bring forward an ordinance to levy utility taxes contingent upon passage of I-695. She advocated the formation of a citizen committee to consider the City's current financial situation and long-term fiscal stability.

In response to Councilmember Gustafson, Mr. Deis and Mr. Meneghini explained the implementation of a low-income tax credit as a means of easing the impact of utility taxes on low-income residents.

Councilmember Gustafson said the City cannot afford to lose the revenues that it is projected to lose if I-695 passes. He supported the establishment of a citizen committee to consider the needs and funding of the City. He asserted that Shoreline citizens must be involved in, and have the opportunity to vote on, any tax increases. He said he would vote against utility taxes for that reason.

Mayor Jepsen supported the proposal for staff to bring forward an ordinance to levy utility taxes, and for Council to hold a public hearing about it, on October 25. He said if I-695 passes and Council delays implementation of utility taxes to accommodate a citizen-involvement process and a public vote, the City could lose up to $1.9 million in revenues. He opposed the use of reserve funds to cover this shortfall. He pointed out that passage of I-695 will cause a $600,000 revenue shortfall in 2001 even if Council adopts utility taxes. He expressed doubt that the State legislature will replace revenues that cities lose as a result of the passage of I-695.

Mr. Deis asked whether Councilmembers supported the proposal to make utility taxes contingent upon passage of I-695. Councilmembers King and Gustafson supported contingency with subsequent consideration by a citizen committee.

Councilmember Hansen asserted the virtues of representative democracy. Emphasizing his concern about the long-term stability of the City's finances, he said a contingency is

not necessary. He commented that the omission of a contingency clause preserves citizens' influence on the outcome of I-695.

Councilmember Ransom asserted that Council is considering utility taxes within the context of I-695, not as part of a discussion of the long-term stability of the City's finances. He supported contingency. He recommended that Council subsequently consider, or convene a "blue ribbon" committee of financial experts to consider and recommend, alternatives to address the long-term financial stability of the City.

Mayor Jepsen reiterated comments he made earlier in the year to the Shoreline Chamber of Commerce about the capital improvement needs in Shoreline. He regretted that the need to address the ramifications of I-695 has limited Council's ability to solicit community input. He expressed provisional support for omitting a contingency clause.

Deputy Mayor Montgomery clarified that she did not support contingency. She expressed concern about the expense in staff resources of a citizen committee.

Councilmember Lee reiterated her support for contingency.

Councilmember Hansen noted his belief that I-695 represents voter dissatisfaction with State government rather than with local governments. He asserted that many of the consequences of the initiative were not intended by its supporters.

9. CONTINUED PUBLIC COMMENT: None

10. EXECUTIVE SESSION

At 9:01 p.m., Mayor Jepsen announced that the Council would recess into Executive Session for 20 minutes to discuss one item of current litigation and one item of potential litigation.

At 9:25 p.m., Mayor Jepsen announced that the Executive Session would be extended for another ten minutes.

At 9:35 p.m., the Executive Session concluded, and the regular meeting reconvened.

11. ADJOURNMENT

At 9:36 p.m., Mayor Jepsen declared the meeting adjourned.

Sharon Mattioli, CMC
City Clerk

CITY OF SHORELINE

SHORELINE CITY COUNCIL
SUMMARY MINUTES OF WORKSHOP MEETING

Monday, October 18, 1999
6:30 p.m.

Shoreline Conference Center
Mt. Rainier Room

PRESENT: Mayor Jepsen, Deputy Mayor Montgomery, Councilmembers Gustafson, Hansen, King, Lee and Ransom

ABSENT: None

1. CALL TO ORDER

The meeting was called to order at 6:30 p.m. by Mayor Jepsen, who presided.

2. FLAG SALUTE/ROLL CALL

Mayor Jepsen led the flag salute. Upon roll by the City Clerk, all Councilmembers were present with the exception of Councilmembers Gustafson, Lee and Ransom, who arrived shortly thereafter.

3. CITY MANAGER'S REPORT AND FUTURE AGENDAS

Robert Deis, City Manager, provided an update of the ongoing negotiations between the King County Sheriff's Office and the suburban cities that contract for police services. He said negotiators have come to an impasse over two major issues: 1) the unwillingness of the County to include a provision committing police employees to serve in a city for a minimum of 24 months; and 2) compensation for arson investigation services. The County wants to bill cities for arson investigation services under a separate contract; the cities assert that the services should be included in the police contract and that the Sheriff's Office should subcontract with another County department to provide the services if necessary.

Councilmember Gustafson arrived at 6:35 p.m. and Councilmember Ransom at 6:36 p.m.

Mr. Deis said the County is seeking a five-year contract for the police services. The contract cities may propose an 18-month term during which the County would need to resolve the outstanding issues.

In response to Councilmember Hansen, Mr. Deis confirmed that the King County Fire Marshal is not the only agency capable of performing arson investigations. However, he questioned whether smaller cities have the volume of cases necessary to develop

sufficient expertise. Councilmember Hansen suggested that staff research who provides these services in the four cities immediately north of Shoreline.

Mayor Jepsen said the police services contract should be a key discussion item at the meeting between King County Executive Sims and City Councilmembers and staff on October 29.

Councilmember Ransom said the City put a heavy emphasis on community policing during the negotiations for its first police services contract with the County. This requires officers to become familiar with the community.

Next, Mr. Deis presented his recommendation that Council cancel its workshop meeting on Monday, November 1. There was Council consensus to do so.

Councilmember Lee arrived at 6:52 p.m.

Mr. Deis went on to discuss options for Council workshops regarding the 2000 City budget. There was consensus among Councilmembers in favor of holding budget workshops on November 15, during a portion of the November 22 meeting and, if necessary, on November 29. Mr. Deis clarified that staff will schedule the hearing on the property tax levy on November 22, and the budget hearing on December 6, with budget adoption on December 13.

Deputy Mayor Montgomery suggested that Council begin its November 22nd Budget Workshop/Regular Meeting at 6:00 p.m.

4. COUNCIL REPORTS

Councilmember Lee said she has been asked to serve on the National League of Cities (NLC) Nominating Committee.

Councilmember Ransom noted his reappointment to the NLC Human Development Services Committee.

Reporting on the most recent meeting of the Human Services Roundtable, Councilmember Gustafson distributed materials about preventing homelessness.

Councilmember Hansen mentioned that he and Councilmember King attended the most recent meeting of the Suburban Cities Association (SCA).

Councilmember King noted the continued postponement of the next meeting of the Regional Water Quality Committee and the ongoing delay of County Council consideration of the Regional Wastewater Services Plan.

Mayor Jepsen noted efforts to arrange meetings between City representatives, State Representative Mary Margaret Haugen and other State legislators to discuss funding for Aurora Avenue. He noted the October 29th meeting with County Executive Sims.

Councilmember King mentioned that the year 2000 will be the 125th anniversary of the YMCA.

5. PUBLIC COMMENT: None

6. WORKSHOP ITEMS

(a) Preferred Option for the Shoreline Swimming Pool Master Plan

Wendy Barry, Parks, Recreation and Cultural Services Director, reviewed the staff report, which outlines the history of the operation and current condition of the Shoreline Pool, the public involvement process for the master plan, and the deliberations of the Parks, Recreation and Cultural Services (PRCS) Advisory Committee. She described the preferred option (#2), which extends the life of the HVAC, electrical, plumbing, boiler and pool filtering systems by 20 years; replaces the roofing; improves and replaces deteriorated fixtures; upgrades interior finishes; enlarges the women's dressing room and lobby; and adds work and storage space.

Ms. Barry noted that the PRCS Committee actually preferred Option #3, which would make the pool a family aquatic center, but it supported Option #2 because it recognized the funding constraints. She added that the PRCS Committee also recommends that the City develop a long-range plan for a family aquatic facility that would better reflect the future needs of the community. This would include determination of an appropriate location for such a facility. The Committee based its recommendation on the fact that Shoreline is a community made up largely of families. Since the pool was constructed as a swim facility at a school site, it is not conducive to family programming due to the limited amount of shallow water.

Ms. Barry concluded that the budget for this project is $1,007,000. The estimated cost of the preferred option is $1,231,000, leaving a shortfall of $224,000. She explained that, unlike the Paramount Park project, phasing is not recommended for the pool project. It will take approximately four to six months to complete the renovation. She asked for consensus to bring the preferred option to the School Board and then return with all three park master plans currently under review.

Mayor Jepsen invited public comment.

(1) Nancy Rust, 18747 Ridgefield Road NW, commented on the inadequacy of the women's locker room. Noting her previous suggestion of trading locker rooms with the men, who have a much larger space, she asked for immediate relief.

(2) Ros Bird, 16061 37th Ave. NE, Lake Forest Park, said the pool is a great City asset. Children need a place to learn to swim and swimming is a life-long sport. She suggested a partnership between the City and the South Snohomish County YMCA, which is looking for a pool site.

(3) Charlotte Haynes, 836 NE 194th St., said the women's dressing room is "abominable." She said the remodeling should consider Americans with Disabilities Act (ADA) requirements because the current facility is difficult for swimmers who are physically challenged. She also asked that parking be addressed.

(4) Barbara Braydon, 17816 Burke Pl. N, was also concerned about parking at the pool.

(5) Pat Cliff, 17730 15th NE Box 123, commented that she could not turn the faucets in the women's locker room on or off and that the water is running all the time, creating dangerous puddles.

(6) Myra Lester, 1837 N. 200th, St., supported previous speakers about the importance of adding parking and expanding the women's locker room.

Mayor Jepsen assured the audience that any improvements constructed will meet ADA requirements.

Mr. Deis added that the award of the bid for the parking improvements will be on next week's agenda.

Councilmember Gustafson was assured that the School District has been made aware of the proposed improvements.

Councilmember King reiterated the crowded conditions in the women's locker room and was assured that the plumbing will be updated. She noted that the individuals who opposed cutting the trees to provide parking did not live on 1st Avenue or suffer from the traffic problems. She suggested the School District might be asked to contribute to the improvements.

Councilmember Ransom commented on his understanding that the School District agreed before the transfer of the parks from the County to giving the City the entire footprint of the pool. He felt the City should pursue this offer. Mayor Jepsen did not remember such a promise and Councilmember Gustafson said he had been close to pool operations and had not heard about this either.

Councilmember Ransom clarified there were discussions with a former Superintendent of Schools and certain board members.

Councilmember Hansen commented there was much discussion about taking the pool but he did not recall the details.

Councilmember Ransom asked if the enhancements in Option #3 can be added on at a later time if Option #2 is pursued now. Ms. Barry said Option #3 could be pursued as a separate package.

Responding to Councilmember Lee's question about the life of the pool as it is right now, Ms. Barry said without improvements the City would be faced with emergency breakdowns of various systems. $90,000 worth of repairs have already been done on an emergency basis. This money has come from the King County allocation that was part of the exchange. She reiterated that the pool is 32 years old and that certain items are nearing the end of their expected life span.

Councilmember Lee commented on the citizens committee that assessed the pool and concluded that it should last another 15 to 20 years. Councilmember Ransom recalled the figure as 10 years. Mr. Deis explained that the citizen review was done on a very high level and not to the detail of the current study.

Councilmember Lee said she would like to see a toddler's pool. She regretted that nothing in Option #2 would really allow small children to use the pool. She also expressed surprise at the different conclusions of the two studies.

Councilmember Gustafson said that anything related to creation of pool space is very expensive.

Responding to Councilmember Lee's question about a ballpark figure for building a family aquatic center on a new site, Ms. Barry said it could cost up to $6 million. Councilmember Hansen commented that the City of Edmonds is doing a pool project and could not reduce costs below $8 million.

Deputy Mayor Montgomery agreed with a speaker that learning to swim is a very important activity for children. She commented that the number of citizens participating in the public process seems to indicate that the pool is not a high priority. Ms. Barry asserted that citizens generally respond only to very controversial issues.

Responding to Deputy Mayor Montgomery, Mr. Deis said the $224,000 will not make a big difference in the overall Capital Improvement budget if Initiative 695 does not pass. However, each of the three park master plans will need enhanced levels of funding, and Council will have to prioritize spending.

Responding to Councilmember Gustafson, Ms. Barry said Option #2 envisions a different configuration of work space and will provide for a first aid station.

Responding again to Councilmember Gustafson, Ms. Barry said the plan will make the pool ADA compliant. Mayor Jepsen commented that the viewing balcony will not be accessible. Ms. Barry answered that individuals who wish to view competitive events or lessons and cannot access the balcony will be allowed on the deck and thereby receive a comparable viewing experience.

Councilmember Gustafson asked about a timeline, and Ms. Barry said staff is considering when to do the work--whether to disrupt the public during the summer or the swim teams during the school year, which is the time of lowest public usage. Staff is talking with the School District about this.

Councilmember Gustafson favored Option #2 to make the pool a quality facility. He noted his original opposition to taking over the pool but felt in the long run perhaps the City made the right decision. He emphasized the importance of partnering with the School District because he felt this is the right site for a family aquatic center. He said Option #3 will make a great addition to the community and favored including this in a bond issue to put before the public. He also supported looking at a YMCA partnership. He commented on an original School District plan to teach all students to swim and supported looking into this again.

Responding to Deputy Mayor Montgomery, Councilmember Gustafson said the School District pays an hourly rental fee for its use of the pool from August through February. Mr. Deis added that the fee schedule is a topic for the memorandum of understanding that staff and the School District are negotiating.

Supporting Option #2, Mayor Jepsen said if the upgrade keeps the pool operating for 20 years, $50,000 per year will provide a substantial community amenity. He commented that a grander vision for the pool will have to compete with other community needs. He summarized Council consensus to take Option #2 to the School Board and mention the shortfall in the budget. After that, all three of the park master plans and funding options will be considered further.

Mr. Deis noted that the Capital Improvement Plan could be a topic for a third budget workshop because that is where there is the biggest change in numbers.

7. CONTINUED PUBLIC COMMENT: None

8. ADJOURNMENT

Mayor Jepsen declared the meeting adjourned at 8:11 p.m.

_____

Sharon Mattioli, CMC
City Clerk

October 25, 1999 **DRAFT**

CITY OF SHORELINE

SHORELINE CITY COUNCIL
SUMMARY MINUTES OF JOINT DINNER MEETING

Monday, October 25, 1999
6:00 p.m.

Shoreline Conference Center
Highlander Room

Shoreline City Council

PRESENT: Mayor Jepsen, Deputy Mayor Montgomery, Councilmembers Gustafson, Hansen, King, Lee and Ransom

ABSENT: None

STAFF: Robert Deis, City Manager; Larry Bauman, Assistant City Manager; Kristoff Bauer, Assistant to the City Manager;

Shoreline Water District

PRESENT: President Mike Harrigan; Vice President Ron Ricker; and Secretary Bob Chute

ABSENT: None

STAFF: Cynthia Driscoll, Manager

The meeting convened at 6:15 p.m. All Councilmembers and all Shoreline Water District Commissioners were present.

After welcoming the Shoreline Water District representatives, Mayor Jepsen explained the purpose of the meeting: to facilitate communication, to improve the understanding of the goals of the two bodies and to discuss issues of mutual interest.

President Harrigan described the services of the Shoreline Water District, including water sources, facilities (e.g., nine sampling stations for testing water quality) and infra-structure. Manager Cynthia Driscoll explained the capital budget of the Shoreline Water District.

In response to Councilmember Hansen, Ms. Driscoll confirmed that the water district has a pipe replacement program. She said residents have supported aggressive rates to fund this and other capital projects on which the district has spent about $1 million over each of the last two years.

President Harrigan discussed previously active water wells in Shoreline. He said the Water District no longer uses any wells.

Councilmember Lee asked about the immediate- and long-term plans of the Water District. President Harrigan said the district plans to build a water storage facility on property it recently purchased from the Department of Natural Resources (DNR).

Councilmember Gustafson mentioned that the Shoreline School District purchased half of the DNR property, and he asked about its role there. Ms. Driscoll said the Water District plans to coordinate site development with the School District. She noted that Water District representatives meet regularly with Shorecrest High School students to discuss plans for the DNR property. She commented that the Shoreline School Board has not committed to a particular plan for the site.

Robert Deis, City Manager, explained work by City staff with the Water District on emergency operations and mutual support. Ms. Driscoll stressed the importance of ongoing cooperation at the staff level.

Mayor Jepsen asked how the Water District has responded to Initiative 695. Ms. Driscoll said the District has neither supported nor opposed I-695.

Mayor Jepsen asked about the District's plans concerning the Cascade Water Alliance. Councilmember Gustafson asked if the district has plans to use water from Lake Washington. Ms. Driscoll said District tests of Lake Washington water have shown it to be of high quality. She explained that this analysis is preliminary to developing a pilot plant. She noted that water drawn out of Lake Washington would be replaced with water that has undergone tertiary treatment in the King County wastewater system.

Councilmembers and Commissioners discussed the rates of the Shoreline Water District and the City of Seattle.

Councilmember Hansen asked how the 54 percent increase in wholesale water costs from the City of Seattle will affect customers. He estimated the average increase in costs to customers at $2.50 per month.

Mayor Jepsen thanked the Commissioners and Ms. Driscoll for attending the meeting.

The meeting adjourned at 7:25 p.m.

_____

Larry Bauman, Assistant City Manager

DRAFT

CITY OF SHORELINE

SHORELINE CITY COUNCIL
SUMMARY MINUTES OF REGULAR MEETING

Monday, October 25, 1999
7:30 p.m.

Shoreline Conference Center
Mt. Rainier Room

PRESENT: Mayor Jepsen, Deputy Mayor Montgomery, Councilmembers Gustafson, Hansen, King, Lee and Ransom

ABSENT: None

1. CALL TO ORDER

The meeting was called to order at 7:32 p.m. by Mayor Jepsen, who presided.

2. FLAG SALUTE/ROLL CALL

Mayor Jepsen led the flag salute. Upon roll by the City Clerk, all Councilmembers were present.

3. REPORT OF CITY MANAGER

Robert Deis, City Manager, mentioned that the Customer Response Team (CRT) telecommunications system malfunctioned during the weekend for the first time. He said staff is investigating the repair or replacement of the equipment.

4. REPORTS OF BOARDS AND COMMISSIONS: None

5. PUBLIC COMMENT: None

6. APPROVAL OF THE AGENDA

Councilmember Hansen moved to approve the agenda. Councilmember Lee seconded the motion.

Deputy Mayor Montgomery moved to amend the agenda to consider item 10 (a), Transmittal of the 2000 City of Shoreline Proposed Budget, before the public hearings. Councilmember Hansen seconded the motion. Councilmember Ransom opposed the motion, asserting that it would postpone the opportunity for some members

of the audience to speak. **A vote was taken on the motion, which carried 6-1, with Councilmember Ransom dissenting.**

A vote was taken to approve the agenda, as amended, which carried 7-0.

7. CONSENT CALENDAR

Councilmember Hansen moved to adopt the consent calendar. Councilmember Ransom seconded the motion, which carried 7-0, and the following items were adopted:

Minutes of Dinner Meeting of October 11, 1999

Approval of expenses and claims as of October 12, 1999 in the amount of $882,705.21

Motion to accept the low bid for swimming pool additional parking and to authorize the City Manager to execute a contract with Cascadia Civil Inc. in the amount of $212,746.40 and to authorize change orders up to 10% of the original contract amount

Ordinance No. 209 adopting a Comprehensive Plan amendment and zoning designation for three parcels in the A-2 Annexation Area

Ordinance No. 211, amending Ordinance No. 184, as amended, by increasing the appropriation from the Roads Capital Fund and authorizing expenditures for a capital project to develop the Aurora Corridor; and motion to authorize the City Manager to execute the funding agreements with the Washington State Department of Transportation to secure the TEA-21 grant for $1,500,000, and to authorize the City Manager to execute a consultant agreement with CH2MHill not to exceed $185,185, which will cover the work for the remainder of 1999

10. NEW BUSINESS

(a) Transmittal of the 2000 City of Shoreline Proposed Budget

Mr. Deis mentioned that the Government Finance Officers Association (GFOA) approved the 1999 City of Shoreline budget document under its distinguished budget presentation award. He explained that the GFOA program is a benchmark for public-sector budget presentation.

Mr. Deis went on to discuss the proposed budget for 2000. He highlighted Initiative 695 as a key variable. He reviewed the criteria under which staff developed the proposed budget, and he discussed the key priorities reflected in it.

Continuing, Mr. Deis reviewed charts comparing elements of the proposed budget for 2000 with the 1999 budget. He explained that passage of I-695 would create a $2.1 million shortfall in 2000, and he reviewed possible expenditure reductions and potential revenue increases.

Finally, Mr. Deis noted the following dates for Council activity related to the 2000 proposed budget: the first budget workshop on November 15; the second workshop and the legally-required public hearing on the property tax levy on November 22; the third workshop, if necessary, on November 29; the public hearing on the proposed budget on December 6; and Council adoption on December 13.

8. ACTION ITEMS: PUBLIC HEARINGS

(a) Public hearing to consider citizens' comments regarding adoption of utility taxes in the City of Shoreline

Mr. Deis reviewed the staff report. He explained that staff prepared two ordinances for Council consideration: Ordinance No. 210B, which establishes utility taxes contingent upon passage of I-695, and Ordinance No. 210A, which does not include a contingency clause.

City Attorney Ian Sievers distributed a revised version of Ordinance No. 210B and explained the two minor changes in it. He said staff made the same changes to Ordinance No. 210A.

Mayor Jepsen opened the public hearing.

(1) Frank Roesler, 1844 N 199th Street, opposed the adoption of utility taxes prior to the public vote on I-695.

(2) Sally Granger, 16804 16th Avenue NE, opposed the adoption of utility taxes. Noting that Seattle City Light has proposed rate increases and that she lives on a fixed income, she said she cannot afford to pay utility taxes.

(3) Howard G. Thompson, 19301 2nd Avenue NW, opposed the adoption of utility taxes prior to the public vote on I-695. He said the impact of the initiative will not be as significant as predicted.

(4) Bill Meyer, 358 NW 189th Street, commented that Shoreline residents will pay taxes to support the community; however, he questioned whether the proposed utility taxes are necessary to support the community. He said the City ignored the will of the voters who passed Referendum 47 by increasing property taxes last year by six percent. He distributed a letter with additional comments.

(5) Stan Terry, 15811 28th Avenue NE, supported Ordinance No. 210B as a responsible course of action. He commented that the State legislature and the supporters of I-695 have not acted responsibly.

(6) Kathy Halliburton, 18315 Wallingford Avenue N, said it is more responsible to establish utility taxes contingent upon passage of I-695. She advocated Council consideration of local improvement districts as a means of funding capital projects. She asserted the need to mitigate the impact of utility taxes on telephone and cable television services for low-income residents.

(7) Daniel Mann, 17920 Stone Avenue N, opposed the immediate adoption of utility taxes, noting that business owners have not had enough opportunity to assess the impacts of the proposed taxes.

(8) Terry Green, 613 N 179th Street, represented the Highland Ice Arena. Noting the high utility costs of her business, she asserted that the proposed utility taxes will affect it disproportionately. She advocated a more balanced, equitable approach.

(9) Edsel Hammond, 18541 Burke Avenue N, asserted that Council adoption of utility taxes prior to the vote on I-695 and the election of new Councilmembers is irresponsible.

(10) Nancy Marx, 505 N 200th Street, supported Council consideration of utility taxes. Asserting that cable television service is a luxury, she questioned the proposal to tax it at a lower rate than other utility services, which she identified as basic necessities.

(11) George Mauer, 1430 NW 191st Street, commented that both of the proposed ordinances would thwart the objective of I-695 to reduce taxes. He encouraged Council to await the decision of voters on I-695 before acting to increase taxes or fees in Shoreline.

(12) Russell McCurdy, 17532 Aurora Avenue N, opposed the adoption of utility taxes prior to the public vote on I-695. He advocated that representatives of Shoreline residents, businesses and organizations meet to discuss City needs and resources after the election on November 2.

(13) Doug Syring, 20336 3rd Avenue NW, advocated that Council trust voters to approve new taxes if they are necessary.

Councilmember Lee moved to close the public hearing. Councilmember Gustafson seconded the motion, which carried unanimously, and the public hearing was closed.

Mr. Deis explained that the City already imposes a five-percent franchise fee on cable television service providers. He said staff proposed a one-percent tax on cable television services to achieve the same six-percent rate as that proposed for other utilities.

Next, Mr. Deis confirmed that Council adopted a finding of substantial need last year, enabling the City to collect the full increase in assessed value. He explained that the City designated the resulting revenues to capital needs.

> Ordinance No. 210A establishing utility taxes and establishing utility tax relief for eligible citizens
>
> or
>
> Ordinance No. 210B establishing utility taxes contingent upon the passage of Initiative 695, and establishing utility tax relief for eligible citizens

Councilmember King moved that Council adopt Ordinance No. 210B. Councilmember Hansen seconded the motion.

Councilmember Ransom favored Ordinance No. 210B over Ordinance No. 210A. However, he expressed concern that voters will see the contingency clause of Ordinance No. 210B as a threat that if they vote for I-695 the City will impose utility taxes. He noted the opinion of some members of the public that Council is acting prematurely to consider utility taxes. He asserted that Shoreline voters would support funding for capital projects if the City presented a case for their necessity. Noting that the proposed utility taxes will be the first tax rate increase by the City, he said the City should present a persuasive case of the need for the taxes before implementing them. He commented that gambling tax revenues are sufficient to cover the $1-2 million cost of delaying implementation of the taxes until the public can vote to approve them. He advocated that Council not approve the utility taxes until it can include the public in the review process.

Deputy Mayor Montgomery expressed her appreciation for the feeling with which people expressed their comments during the public hearing. She said citizens frequently express concerns to her about the City's infrastructure (e.g., roads, parks, surface water management). She asserted that the City does not have the revenue it needs to meet the demands that many citizens have. She explained her concern about depending on gambling tax revenue. While acknowledging that I-695 has created a "semi-crisis," she said the City's revenue needs are independent of I-695.

Councilmember Hansen commented that Council consideration of utility taxes is unrelated to I-695. He said it is the responsibility of the Council to establish a sound financial base for the City, and adoption of a utility tax represents one of the final pieces of the City's financial package, providing stability in basic City revenues. He advocated that the City not collect the full six-percent increase in valuation when Council adopts the 2000 property tax levy, and he favored a reduction in the City levy. However, he said a reduction will not be possible without a sound financial base for the City. He opposed

City reliance on gambling taxes as an unstable source of revenue. He noted that Shoreline residents have paid less in taxes during the four years since the City incorporated than they did previously as part of unincorporated King County. He stressed the importance of the revenues to meet the City's infrastructure needs.

Councilmember Gustafson noted his campaign commitment that any proposal to increase taxes should go to a public vote. He opposed the proposed adoption of utility taxes. He said the City should wait to learn the results of the public vote on I-695 and then determine how to proceed. He favored convening a citizen committee to consider City needs.

Councilmember King said she supports Ordinance No. 210B because the City needs a stable income. She favored the formation of a committee to consider City needs and potential revenue sources in the event that I-695 does not pass.

Councilmember Lee said she also supports the adoption of utility taxes contingent upon the passage of I-695. She noted that Ordinance No. 210B includes tax relief for eligible citizens. She asserted that I-695 is irresponsible because it cut taxes without identifying expenditure reductions. She said the City is not seeking funding for a specific capital project, nor is it raising taxes beyond its present budget needs. She also favored the formation of a citizen committee to establish support for additional taxes to fund additional needs.

Mayor Jepsen agreed with Deputy Mayor Montgomery and Councilmember Hansen. He asserted that the target of I-695 is the State legislature and its inaction on tax issues. He said it is difficult for voters to know that the City receives Motor Vehicle Excise Tax (MVET) revenues. He stressed the heavy impact that passage of I-695 will have on the City. Asserting that the State is not likely to compensate cities for losses resulting from I-695, he said the City must develop a solution. He expressed concern about relying on gambling tax revenues, noting that a gaming association is now lobbying the State to lower the maximum tax rate that cities can impose on gambling. He said the City has done a great job during its first four years to provide many services with limited resources. He stressed his concern about the City's capital needs, and he identified utility tax revenues as one means of meeting those needs. He commented that he would support utility taxes regardless of whether I-695 passes.

Councilmember Ransom said utility taxes are justifiable. However, because the taxes will be the first tax rate increases by the City since it incorporated, he asserted that Council should convince residents and businesses of the justification prior to implementing the taxes.

Councilmember Hansen emphasized his responsibility as an elected official in a representative government. Referring to Section 11 of Ordinance No. 210B, he noted that Shoreline citizens have an irrevocable right of referendum.

Councilmember Gustafson reiterated his commitment to present any proposed tax increase to Shoreline citizens for a public vote.

Councilmember Lee clarified her intent in supporting Ordinance No. 210B to protect the City from the budget shortfall that would result from passage of I-695. She agreed that Shoreline citizens should review and vote on taxes proposed to raise funds to meet additional needs.

A vote was taken on the motion, which carried 5-2, with Councilmembers Gustafson and Ransom dissenting, and Ordinance No. 210B (identified for the record as Ordinance No. 210) passed. It will only become effective upon passage of Initiative 695.

(b) Public hearing to consider citizens' comments regarding proposed Resolution No. 158(A) and (B) to either support or oppose Washington State "Initiative No. 695, an act relating to limiting taxation by: limiting excessive license tab fees; limiting tax increases by requiring voter approval; repealing existing licensing fees; adding a new section to chapter 46.16 RCW; adding a new section to chapter 43.135 RCW; creating a new section; and providing an effective date"

Assistant City Manager Larry Bauman reviewed the staff report.

Mayor Jepsen opened the public hearing.

(1) Stan Terry, 15811 28th Avenue NE, praised Council for responsibly passing Ordinance No. 210B. He advocated that Council pass Resolution No. 158B in opposition to I-695. He opposed I-695 as a "meat-axe approach" to solving the unfairness of MVET.

(2) Jordan Royer, 3922 Woodland Park Avenue N, Seattle, represented the "No on 695 Campaign." He noted that I-695 will reduce State revenues by six to seven percent. He acknowledged I-695 as an understandable response to MVET, which he agreed needs to be reformed. However, he said I-695 could exacerbate the problems of the State's regressive tax structure by eliminating one of the few progressive State taxes. He urged Council to go on record in opposition to I-695.

(3) Kathy Halliburton, 18315 Wallingford Avenue N, supported Council opposition to I-695. She noted the regressiveness of the flat, $30 license tab fees it proposes and of the budget shortfalls that would result from its passage (e.g., the loss of one third of the funding for Metro bus services to King County residents).

(4) Bob Lohmeyer represented the Shoreline-Lake Forest Park Senior Center. He said MVET is burdensome to many seniors. However, he went on to say that the Senior Center could lose up to 23 percent of its funding as a result of I-695,

which would result in a reduction in staffing, service hours and programming. He encouraged Council to oppose I-695.

(5) George Mauer, 1430 NW 191st Street, asserted that opposition to I-695 is ironic given the lack of support for MVET. He said the tax revolt represented by I-695 will not go away until government adopts efficiency and effectiveness as primary standards of performance. He urged Council not to take a position on I-695. He commented that it would be divisive of Council to do so.

(6) Bill Meyer, 358 NW 189th Street, also urged Council not to take a position on I-695. He asserted that MVET revenues are used for many purposes unrelated to the original intent of the tax. He suggested that Council petition the State legislature to overhaul MVET quickly and properly in a way that involves the public.

Councilmember Lee moved to close the public hearing. Councilmember King seconded the motion, which carried unanimously, and the public hearing was closed.

Councilmember Gustafson moved to adopt Resolution No. 158B to oppose Initiative 695. Councilmember Lee seconded the motion.

Councilmember Gustafson asserted that I-695 is a bad bill. He supported the review and revision of MVET, but he opposed the requirement that voters approve all tax and fee increases. He advocated that Council take a position against I-695 and that Council "send a message to Olympia" regarding MVET.

Deputy Mayor Montgomery noted that the speakers who supported Council opposition to I-695 acknowledged that MVET is problematic. She advocated that Council send a message to the State legislature to reform MVET.

Mayor Jepsen said Council can establish this message in the legislative agenda that it will be addressing during the next few weeks and that it will be discussing in subsequent meetings with State senators and representatives.

Councilmember Lee noted the contradiction of Washington voters supporting I-695, which would eliminate the funding for the transportation projects in Referendum 49, which Washington voters passed in the last election. She said it is irresponsible to require a public vote, at a cost of $25,000-95,000 per election, to approve all tax and fee increases.

Mr. Deis said the City can transmit a Council position on I-695 to State legislators with a cover letter clarifying that Council considers MVET problematic. He commented that he could communicate this message through his participation on the Association of Washington Cities Legislative Committee as well.

Councilmember Hansen supported a message to State legislators that they must do something about taxation. He expressed sympathy for that part of I-695 that addresses the problems of MVET. However, he strongly opposed the other part of the initiative, asserting that it will destroy the representative form of government. He recommended that Council take a position against the initiative because of this second part. He noted that he could support I-695 if the second part were eliminated as unconstitutional.

Councilmember Ransom asserted it is unfair to levy the same $30 license tab fee regardless of the value of the vehicle. However, he went on to say that he is more concerned about the part of I-695 that will require voter approval of any tax, rate or fee increase. He said this requirement will create a disastrous situation for districts and municipalities.

Councilmember King expressed opposition to I-695.

Mayor Jepsen opposed I-695 and supported Resolution No. 158B. He said he disagreed with both parts of the initiative. Noting that the State legislature has utilized MVET for a variety of things for which it was not intended, he expressed understanding for voter disapproval of MVET.

A vote was taken on the motion to adopt Resolution No. 158B, opposing Initiative 695, which passed 7-0 (and is identified for the record as Resolution No. 158).

MEETING EXTENSION

At 10:00 p.m., Councilmember Hansen moved to extend the meeting until 10:15 p.m. Councilmember Ransom seconded the motion, which carried unanimously.

11. CONTINUED PUBLIC COMMENT

(a) Dick Nicholson, 15812 11th Avenue NE, reported on neighborhood mini-grant projects that volunteers undertook during the weekend: the Meridian Park Neighborhood Association planted native plants in Cromwell Park; and the Briarcrest Neighborhood Association began construction of an information kiosk.

12. ADJOURNMENT

At 10:04 p.m., Mayor Jepsen declared the meeting adjourned.

Sharon Mattioli, CMC
City Clerk

Council Meeting Date: November 8, 1999 **Agenda Item: 7(b)**

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Approval of Expenses and Payroll as of October 31, 1999
DEPARTMENT:	Finance
PRESENTED BY:	Al Juarez, Financial Operations Supervisor

EXECUTIVE / COUNCIL SUMMARY

It is necessary for the Council to approve expenses formally at the meeting. The following claims expenses have been reviewed by C. Robert Morseburg, Auditor on contract to review all payment vouchers.

RECOMMENDATION

Motion: I move to approve Payroll and Claims in the amount of $1,002,742.43specified in the following detail:

Payroll and benefits for October 3 through 16, 1999 in the amount of $221,876.38 paid with ADP checks 2880, 3428-3476, vouchers 420001-420098, benefit checks 2319-2326.

the following claims examined by C. Robert Morseburg paid on October 22, 1999:

Expenses in the amount of $2,700.00 paid on Expense Register dated 10/19/99 with the following claims check: 2232 and

Expenses in the amount of $43,845.83 paid on Expense Register dated 10/19/99 with the following claims check: 2233 and

Expenses in the amount of $126,878.72 paid on Expense Register dated 10/21/99 with the following claims checks: 2234-2278 and

Expenses in the amount of $271,583.39 paid on Expense Register dated 10/21/99 with the following claims checks: 2279-2293 and

Expenses in the amount of $29,738.08 paid on Expense Register dated 10/22/99 with the following claims checks: 2294-2309 and

Expenses in the amount of $5,957.66 paid on Expense Register dated 10/22/99 with the following claims checks: 2310-2318 and

the following claims examined by C. Robert Morseburg paid on October 29, 1999:

Expenses in the amount of $771.00 paid on Expense Register dated 10/28/99 with the following claims checks: 2327-2329 and

Expenses in the amount of $8,349.93 paid on Expense Register dated 10/26/99 with the following claims check: 2330 and

Expenses in the amount of $32,644.73 paid on Expense Register dated 10/26/99 with the following claims checks: 2331-2348 and

Expenses in the amount of $861.25 paid on Expense Register dated 10/27/99 with the following claims checks: 2349-2356 and

Expenses in the amount of $334.95 paid on Expense Register dated 10/27/99 with the following claims checks: 2357-2362 and

Expenses in the amount of $26,469.77 paid on Expense Register dated 10/27/99 with the following claims checks: 2363-2379 and

Expenses in the amount of $24,028.55 paid on Expense Register dated 10/27/99 with the following claims checks: 2380-2393 and

Expenses in the amount of $138,211.09 paid on Expense Register dated 10/28/99 with the following claims checks: 2394-2437 and

Expenses in the amount of $6,132.61 paid on Expense Register dated 10/28/99 with the following claims check: 2438 and

Expenses in the amount of $62,358.49 paid on Expense Register dated 10/29/99 with the following claims checks: 2439-2441

Approved By: City Manager ____ City Attorney ___

Council Meeting Date: November 8, 1999 **Agenda Item:** 7(c)

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Approval of a Final Plat at 17327 Ashworth Avenue North
DEPARTMENT:	Planning and Development Services Department
PRESENTED BY:	Tim Stewart, Director Daniel Bretzke, Project Engineer

EXECUTIVE / COUNCIL SUMMARY

The decision before your Council is the approval of a final plat (long subdivision) proposed by Carefree Homes for the property located at 17327 Ashworth Avenue North. The proposal would create from a 25,524 square foot lot, seven building lots, on which 5 detached single family homes, and 2 attached single family homes will be built. The lot sizes range from 2,230 square feet to 3,489 square feet.

Your Council adopted ordinance No. 137, on September 8, 1997, which rezoned the subject property from R-6 to R-12 subject to conditions. A condition of this rezone, was that "The subsequent application for preliminary long-subdivision of the property shall propose a division of the land in an identical manner to that reviewed by the Planning Commission for the zoning redesignation."

Your Council approved the subject preliminary plat on December 14, 1998. Your approval followed a public hearing held by the Planning Commission on April 16, 1998. The commission's recommendation for approval was subject to eleven conditions, which are listed later in this report.

The applicant has met the conditions of the preliminary subdivision approval. The engineering plans have been reviewed and approved by staff. A site development permit has been issued. All utilities and basic site improvements have been installed. Final paving of the access road, and required landscaping improvements have been guaranteed with a performance bond.

The applicant complied with all requirements of the City of Shoreline Code and your Council is asked to approve the final plat and authorize the Mayor to sign the final plat. After signing it will be recorded with the county records and elections division.

RECOMMENDATION

Move to adopt Resolution No 159, which will approve the seven (7) lot final plat at 17327 Ashworth Avenue North and authorize the Mayor and Planning and Development Services Director to sign the final plat.

Approved By: City Manager LB City Attorney

BACKGROUND / ANALYSIS

A. Summary Information

Project Address:	17327 Ashworth Avenue North, Shoreline, WA 98133
Zoning:	R-12 Residential (Twelve (12) dwelling units per acre)
Property Size:	24,524 Square Feet (.056 Acres)
Number of Proposed Lots:	7
Proposed Lot Size:	Lot 1: 3,368 Sq. Ft., Lot 2: 3,355 Sq. Ft., Lot 3: 3,489 Sq. Ft. Lot 4: 2,834 Sq. Ft., Lot 5: 2,230 Sq. Ft., Lot 6: 2,230 Sq. Ft. Lot 7: 3,145 Sq. Ft. Access Tract A: 2,950 Sq. Ft. Joint use drive Tract B: 520 Sq. Ft. Recreation Tract C: 420 Sq. Ft.
Comprehensive Plan Designation:	Medium Density Residential
Subdivision:	Ashworth Gardens
Application No:	1998-00687
Applicant:	Carefree Homes
Property Owner:	Carefree Homes

B. Review Process

Action	Review Authority	Appeal Authority and Decision – Making Body
Rezone from R-6 to R-12	Planning Commission – Public Hearing: July 31, 1997 Recommendation for approval to the City Council	City Council – Public Meeting: September 8, 1997 Decision: Adoption of ordinance No. 137
Preliminary Long Plat (Subdivision)	Planning Commission – Public hearing: October 1, 1998, Recommendation for approval to the City Council	City Council – Public Meeting: December 14, 1998 Decision: Preliminary Subdivision Approval
Final Long Plat (Subdivision)	Director – Public Notice: October 8, 1999 Recommendation of approval to the City Council	City Council – Public Meeting: November 8,1999 Decision: Final Plat Approval

The preliminary subdivision approval process required formal public notification of the proposal, followed by a formal public hearing in front of the Planning Commission. The Planning Commission made a recommendation to the City Council. After a public meeting, the City Council made a decision on the project.

Site development engineering plans were created to show how the subdivision will comply with the preliminary approval mitigations and code requirements. The Planning and Development Services Department reviewed the site development plans. Necessary corrections to the plans were made before preliminary plan approval. After all inspection and plan review fees were paid, a site development permit was issued.

This permit authorized the developer to fulfill the preliminary approval requirements, such as the installation of site utilities and roads. Site development work that is not completed before final plat must be guaranteed by performance bonds or other surety. These financial guarantees assure that the construction as shown on the site development plans will be constructed.

The final plat is the final document, which actually creates the new lots of a new subdivision. The final plat must be reviewed, approved, all taxes paid, and recorded, before any lots are sold, or building permits for the new lots are issued. The staff of Planning and Development Services Department reviews the final subdivision. This review verified that all conditions of the preliminary approval have been fulfilled. As a result, The Director makes this recommendation to your City Council for approval. Pursuant to SMC 16.35.110, a party of record may file any appeal within 14 days of the director's recommendation to Council. All parties of record were notified on October 8, 1999. No appeal has been timely filed.

C. Procedural History

On September 8, 1997 your Council adopted Ordinance No. 137, Reclassifying Property Located at 17327 Ashworth Avenue North from R-6 to R-12 Residential. This rezone was subject to the following conditions. *(The compliance with each condition is stated in italic.):*

1. "Subsequent development of the subject property shall comply with all the conditions of the SEPA Mitigated Determination of Non-Significance issued on July 3, 1997." *(Each of the SEPA mitigations has been met. A landscaping plan has been prepared, and mature vegetation on the northern boundary has been protected. A storm water plan has been approved which fulfills this condition. A traffic report analyzed the potential impact of the added trips of the development)*

2. "The subsequent application for preliminary long-subdivision of the property shall propose division of the land in a manner identical to that reviewed by the Planning Commission for the zoning resignation." (*This application for final plat fulfills this condition.*)

3. "The property owner shall prepare an engineered solution to the on-street parking problem on the west side of Ashworth Avenue North as part of the application for preliminary long subdivision of the subject property." *(The applicant's engineer designed the curb gutter and sidewalk to be located so parking is not located along the curb. Adequate off street parking is provided in the plat.)*

On December 14, 1998 your Council reviewed and approved this preliminary subdivision subject to the following conditions. Conditions six through nine were modified during the engineering plan review process to meet or exceed the requirements of the preliminary approval conditions. (*The compliance with each condition is stated in italic.):*

1. "The applicant shall either, revise the building footprints proposed for lots 5 and 6 to provide a minimum of 390 square feet of recreational space per lot, or, modify the

design of the subdivision to provide the required outdoor recreation space elsewhere on the property. Any design submitted to comply with this conditions shall conform with the standards provided in Subsection 18.14.180 of the Shoreline Zoning Code." *(The applicant has included a common use recreation tract, which is to be jointly owned by all lots in the subdivision. This is identified as tract C on the face of the plat.)*

2. "The facades of any building facing Ashworth Avenue North (lots 1and 7) shall be modulated, and incorporate windows and similar features consistent with the established residential areas to the east and south of the project site." *(A restriction has been placed on the face of the plat as follows: "All new building permit applications shall have facades of any buildings facing Ashworth Avenue North to be modulated, and incorporate windows and similar features consistent with the established residential areas to the east and south of this project.")*

3. "As part of the site review required prior to the construction of on-site improvements, the applicant shall clearly mark all grading limits on the project site and specifically identify all trees and shrubs to be preserved."*(The engineering plans provided and grading and erosion control plan. Existing trees and vegetation on the north west corner have been preserved during the on site construction.)*

4. "The street shall be signed as a "No Parking Fire Lane". *(A note has been placed on the face of the plat as follows: "Private street shall be signed and remain, as "No Parking Fire Lane". Appropriate enforcement is the responsibility of all property owners in this plat.")*

5. "The applicant shall install a fire sprinkler system, designed in accordance with standard NFPA 13D, in each house built in the proposed subdivision. "*(A restriction has been placed on the face of the plat as follows: "All new residences constructed in this plat shall install a fire sprinkler, designed in accordance with standard NFPA 13D.)"*

6. "The road design shall be modified to provide a 20 feet wide curb cut to Ashworth Avenue." *(The curb cut has been designed to be 18 feet wide with 6 foot ramps, for a total curb cut of 30 feet. This design was used to accommodate ADA wheel chair standards and to accommodate drainage at the curb line. As designed, it meets the condition of approval as well as other regulations.)*

7. "The road design shall be modified to provide 20 feet of pavement for the first 60 feet of the subdivision." *(This condition was required because the original design called for 16 feet of road paving. It was determined during engineering review that a consistent wider road width achieved a greater margin of safety than the above condition. The road paving width has been designed to be 18 feet for the entire length of the roadway, using a rolled curb on both edges.)*

8. "The subdivision design shall be modified to provide a 5 feet wide sidewalk easement for the first 60 feet of the plat over lot 7." *(This condition was required because the road width was to be wider during the first 60 feet. With the road width*

at 18 feet the entire length, a 4 feet wide sidewalk easement the entire length of the access road, is required to accommodate a 5 feet sidewalk.)

9. "The proposed building footprint on Lot 4 of the proposal shall be modified by moving the garage westwards to a distance of 10 feet from the rear property line." *(This condition was modified to allow for the required recreational tract. The house on lot 4 was reduced in size, and rotated to allow the required turn around.")*

10. "The subdivision design shall be modified to provide a hammer head turnaround with minimum dimensions to allow a single unit vehicle with a length of 30 feet and a wheel base of 20 feet to turn around." *(The house on lot 4 was reconfigured to provide a turnaround space for vehicles.)*

11. "The applicant shall landscape the rockery located in the Ashworth Avenue right of way with plants native to western Washington in order to screen and separate any new homes from Ashworth Avenue." *(A landscaping plan has been submitted and a financial guarantee has been placed to provide for the installation of the landscaping as required for this plat.)*

RECOMMENDATION

Move to adopt Resolution No159 , which will approve the seven (7) lot final plat at 17327 Ashworth Avenue North and authorize the Mayor and Planning and Development Services Director to sign the final plat.

ATTACHMENTS

Attachment A: **Copies of the final plat drawings for the subject final plat. Copies of the approved site development permit drawings are available at The City Planning and Development Services Department.**

Attachment B: **Resolution No.**

Attachment C: **Party of Record List**

Attachment D: **Public Notice**

Attachment E: **Architectural Site Plan**

Attachment A:

ASHWORTH GARDENS

SECTION 7, T.26N., R.4E., W.M.
CITY OF SHORELINE
KING COUNTY, WASHINGTON

DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT WE, THE UNDERSIGNED OWNERS OF INTEREST IN THE LAND HEREBY SUBDIVIDED, HEREBY DECLARE THIS PLAT TO BE THE GRAPHIC REPRESENTATION OF THE SUBDIVISION MADE HEREBY, AND DO HEREBY DEDICATE TO THE USE OF THE PUBLIC FOREVER, ALL STREETS AND AVENUES NOT SHOWN AS PRIVATE HEREON, AND DEDICATE THE USE THEREOF FOR ALL PUBLIC PURPOSES NOT INCONSISTENT WITH THE USE THEREOF FOR PUBLIC HIGHWAY PURPOSES, AND ALSO THE RIGHT TO MAKE ALL NECESSARY SLOPES FOR CUTS AND FILLS UPON THE LOTS SHOWN THEREON IN THE ORIGINAL REASONABLE GRADING OF SAID STREETS AND AVENUES, AND FURTHER DEDICATE TO THE USE OF THE PUBLIC ALL THE EASEMENTS AND TRACTS SHOWN ON THIS PLAT FOR ALL PUBLIC PURPOSES AS INDICATED THEREON, INCLUDING BUT NOT LIMITED TO PARKS, OPEN SPACE, UTILITIES AND DRAINAGE, UNLESS SUCH EASEMENTS OR TRACTS ARE SPECIFICALLY IDENTIFIED ON THIS PLAT AS BEING DEDICATED OR CONVEYED TO A PERSON OR ENTITY OTHER THAN THE PUBLIC, IN WHICH CASE WE DO HEREBY DEDICATE SUCH STREETS, EASEMENTS OR TRACTS TO THE PERSON OR ENTITY IDENTIFIED AND FOR THE PURPOSE STATED.

FURTHER, THE UNDERSIGNED OWNERS OF THE LAND HEREBY SUBDIVIDED, WAIVE FOR THEMSELVES, THEIR HEIRS AND ASSIGNS, AND ANY PERSON OR ENTITY DERIVING TITLE FROM THE UNDERSIGNED, ANY AND ALL CLAIMS FOR DAMAGES AGAINST THE CITY OF SHORELINE, ITS SUCCESSORS AND ASSIGNS WHICH MAY BE OCCASIONED BY THE ESTABLISHMENT, CONSTRUCTION OR MAINTENANCE OF ROADS AND/OR DRAINAGE SYSTEMS WITHIN THIS SUBDIVISION OTHER THAN CLAIMS RESULTING FROM INADEQUATE MAINTENANCE BY THE CITY OF SHORELINE.

FURTHER, THE UNDERSIGNED OWNERS OF THE LAND HEREBY SUBDIVIDED, AGREE FOR THEMSELVES, THEIR HEIRS AND ASSIGNS, TO INDEMNIFY AND HOLD THE CITY OF SHORELINE, ITS SUCCESSORS AND ASSIGNS, HARMLESS FROM ANY DAMAGE, INCLUDING ANY COST OF DEFENSE, CLAIMED BY PERSONS WITHIN OR WITHOUT THIS SUBDIVISION TO HAVE BEEN CAUSED BY ALTERATIONS OF THE GROUND SURFACE, VEGETATION, DRAINAGE OR SURFACE OR SUBSURFACE WATER FLOWS WITHIN THIS SUBDIVISION OR BY ESTABLISHMENT, CONSTRUCTION OR MAINTENANCE OF THE ROADS WITHIN THIS SUBDIVISION, PROVIDED, THIS WAIVER AND INDEMNIFICATION SHALL NOT BE CONSTRUED AS RELEASING THE CITY OF SHORELINE, ITS SUCCESSORS OR ASSIGNS, FROM LIABILITY FOR DAMAGES, INCLUDING THE COSTS OF DEFENSE, RESULTING IN WHOLE OR IN PART FROM THE NEGLIGENCE OF THE CITY OF SHORELINE, ITS SUCCESSORS OR ASSIGNS.

THIS SUBDIVISION, DEDICATION, WAIVER OF CLAIMS AND AGREEMENT TO HOLD HARMLESS IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNERS.

IN WITNESS WHEREOF, WE SET OUR HANDS AND SEALS, THIS _____ DAY OF _____ 1999.

CAREFREE HOMES, INC., A WASHINGTON CORPORATION

_____

RICHARD CROSBY,
PRESIDENT

CITY BANK

_____

ACKNOWLEDGMENTS

STATE OF WASHINGTON)
SS.
COUNTY OF)

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT RICHARD CROSBY IS THE PERSON WHO APPEARED BEFORE ME, AND SAID PERSON ACKNOWLEDGED THAT THE SIGNED THIS INSTRUMENT, ON OATH STATED THAT HE WAS AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS THE PRESIDENT OF CAREFREE HOMES, INC., A WASHINGTON CORPORATION, TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

DATED: _____

(SIGN) _____

(PRINT) _____

NOTARY PUBLIC IN AND FOR THE STATE OF

WASHINGTON, RESIDING AT _____

MY APPOINTMENT EXPIRES _____

STATE OF WASHINGTON)
SS.
COUNTY OF)

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT _____ IS THE PERSON WHO APPEARED BEFORE ME, AND SAID PERSON ACKNOWLEDGED THAT _____ SIGNED THIS INSTRUMENT, ON OATH STATED THAT _____ WAS AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS THE _____ OF CITY BANK TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

DATED: _____

(SIGN) _____

(PRINT) _____

NOTARY PUBLIC IN AND FOR THE STATE OF

WASHINGTON, RESIDING AT _____

MY APPOINTMENT EXPIRES _____

APPROVALS

PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

EXAMINED AND APPROVED THIS _____ DAY OF _____ 1999.

_____
PLANNING AND DEVELOPMENT SERVICES DIRECTOR

EXAMINED AND APPROVED THIS _____ DAY OF _____ 1999.

_____ ATTEST: _____
MAYOR, CITY OF SHORELINE CLERK OF THE COUNCIL

KING COUNTY DEPARTMENT OF ASSESSMENTS

EXAMINED AND APPROVED THIS _____ DAY OF _____ 1999.

_____ _____
KING COUNTY ASSESSOR DEPUTY KING COUNTY ASSESSOR

ACCOUNT NUMBER _____

FINANCE DIVISION CERTIFICATE

I HEREBY CERTIFY THAT ALL PROPERTY TAXES ARE PAID, THAT THERE ARE NO DELINQUENT SPECIAL ASSESSMENTS CERTIFIED TO THIS OFFICE FOR COLLECTION AND THAT ALL SPECIAL ASSESSMENTS CERTIFIED TO THIS OFFICE FOR COLLECTION ON ANY OF THE PROPERTY HEREIN CONTAINED DEDICATED AS STREETS, ALLEYS OR FOR ANY OTHER PUBLIC USE, ARE PAID IN FULL.

THIS _____ DAY OF _____ 1999.

FINANCE DIVISION

_____ _____
MANAGER, FINANCE DIVISION DEPUTY

RECORDING CERTIFICATE

FILED FOR RECORD AT THE REQUEST OF CAREFREE HOMES, INC., THIS _____ DAY OF _____ 1999, AT _____ MINUTES PAST _____ M AND RECORDED IN VOLUME _____ OF PLATS, PAGES _____ INCLUSIVE, RECORDS OF KING COUNTY, WASHINGTON.
RECORDING NUMBER _____

DIVISION OF RECORDS AND ELECTIONS

_____ _____
MANAGER SUPERINTENDENT OF RECORDS

LAND SURVEYOR'S CERTIFICATE

I, HEREBY, CERTIFY THAT THIS PLAT OF "ASHWORTH GARDENS" IS BASED UPON AN ACTUAL SURVEY AND SUBDIVISION OF SECTION 7, TOWNSHIP 26 NORTH, RANGE 4 EAST, W.M., AS REQUIRED BY STATE STATUTES; THAT THE COURSES, ANGLES, AND DISTANCES ARE SHOWN CORRECTLY THEREON; THAT THE MONUMENTS HAVE BEEN SET AND THE LOT, BLOCK AND TRACT CORNERS HAVE BEEN STAKED CORRECTLY ON THE GROUND, AND THAT I HAVE FULLY COMPLIED WITH PROVISIONS OF THE STATE AND LOCAL STATUTES AND REGULATIONS GOVERNING PLATTING.

_____

ALBERT W. CHENOWETH
PROF. LAND SURVEYOR
CERTIFICATE NO. 9567
CHENOWETH & ASSOCIATES, INC., P.S.
18130 MIDVALE AVE. N. SUITE A
SHORELINE, WA 98133 (206) 542-2168

ALBERT W. CHENOWETH — STATE OF WASHINGTON — 9567 — REGISTERED — PROFESSIONAL LAND SURVEYOR
EXPIRES 10/14/2000

IN THE NW 1/4 SE 1/4, SECTION 7, T.26N., R.4E., W.M.

CHENOWETH & ASSOCIATES, INC., P.S.
18130 MIDVALE AVE. N. SUITE A
SHORELINE, WASHINGTON 98133 (206) 542-2168

ASHWORTH GARDENS

SECTION 7, T.26N., R.4E., W.M.
CITY OF SHORELINE
KING COUNTY, WASHINGTON

RESTRICTIONS & COVENANTS

1. NO LOT PORTION OF A LOT IN THIS PLAT SHALL BE DIVIDED AND SOLD OR RESOLD OR OWNERSHIP CHANGED OR TRANSFERRED WHEREBY THE OWNERSHIP OF ANY PORTION OF THIS PLAT SHALL BE LESS THAN THE AREA REQUIRED FOR THE USE DISTRICT IN WHICH LOCATED.

2. TRACT "A", N. 174TH PL., AS SHOWN IS FOR INGRESS, EGRESS AND UTILITY PURPOSES AND SHALL BE MAINTAINED, REPAIRED, AND/OR REBUILT BY THE OWNERS OF THE PARCELS HAVING LEGAL ACCESS THEREFROM AND THEIR HEIRS, ASSIGNS OR SUCCESSORS. THE REPAIR AND MAINTENANCE COST SHALL BE SHARED EQUALLY BY THE OWNERS OF PARCELS HAVING LEGAL ACCESS THEREFROM OR THEIR SUCCESSORS. LIENS MAY BE PLACED AGAINST PERSONS NOT FULFILLING THEIR SHARE OF MAINTENANCE COST.

3. TRACT "A" IS TO BE OWNED EQUALLY AND UNDIVIDED BY ALL LOT OWNERS IN THIS PLAT.

4. WARNING: THE CITY OF SHORELINE HAS NO RESPONSIBILITY TO BUILD, IMPROVE, MAINTAIN OR OTHERWISE SERVICE THE PRIVATE TRACTS CONTAINED WITHIN OR PROVIDING SERVICE TO THE PROPERTY DESCRIBED IN THIS PLAT.

5. ALL LOT OWNERS IN THIS PLAT SHALL SHARE EQUALLY IN THE MAINTENANCE AND REPAIR COST OF THE DRAINAGE FACILITIES. SEE DECLARATION OF COVENANT ASSOCIATED WITH DEVELOPMENT OF DETENTION FACILITY.

6. THE CITY OF SHORELINE IS GRANTED UPON THE RECORDING OF THIS PLAT, A PERMANENT EASEMENT OVER, ACROSS AND UNDER TRACT "A".

7. TRACT "B" IS TO BE OWNED EQUALLY AND UNDIVIDED BY ALL LOT OWNERS IN THIS PLAT.

8. TRACT "B" IS FOR INGRESS, EGRESS AND UTILITY PURPOSES, FOR THE BENEFIT OF THE OWNERS OF LOTS 3 & 4, THEIR HEIRS AND/OR ASSIGNS. TRACT "B" IS ALSO AN EASEMENT FOR INGRESS AND EGRESS TO TRACT "C" (COMMON RECREATIONAL AREA).

9. TRACT "C" IS TO BE OWNED EQUALLY AND UNDIVIDED BY ALL LOT OWNERS IN THIS PLAT.

10. TRACT "C" IS A JOINT-USE COMMON RECREATIONAL AREA AS SHOWN, AND IS FOR THE USE AND BENEFIT OF ALL LOT OWNERS IN THIS PLAT, THEIR HEIRS AND/OR ASSIGNS. THIS AREA IS TO BE USED FOR RECREATIONAL PURPOSES. USAGE OF THIS AREA IS TO BE RESTRICTED TO THE HOURS BETWEEN 9:00 AM TO DUSK. THIS AREA SHALL BE MAINTAINED, REPAIRED, AND/OR REBUILT BY THE OWNERS OF THE PARCELS HAVING LEGAL ACCESS THEREFROM AND THEIR HEIRS, ASSIGNS OR SUCCESSORS. THE REPAIR AND MAINTENANCE COST SHALL BE SHARED EQUALLY BY THE OWNERS OF PARCELS HAVING LEGAL ACCESS THEREFROM OR THEIR SUCCESSORS. LIENS MAY BE PLACED AGAINST PERSONS NOT FULFILLING THEIR SHARE OF MAINTENANCE COST.

11. ALL NEW BUILDING PERMIT APPLICATIONS SHALL HAVE FACADES OF ANY BUILDINGS FACING ASHWORTH AVE. N. TO BE MODULATED, AND INCORPORATE WINDOWS AND SIMILAR FEATURES CONSISTENT WITH THE ESTABLISHED RESIDENTIAL AREAS TO THE EAST AND SOUTH OF THIS PROJECT.

12. ALL NEW RESIDENCES CONSTRUCTED IN THIS PLAT SHALL INSTALL A FIRE SPRINKLER, DESIGNATED IN ACCORDANCE WITH STANDARD "NFPA 13D".

13. THE RECORDING OF THIS SUBDIVISION FULFILLS THE CONDITIONS OF CITY OF SHORELINE ORDINANCE NUMBER 137, RECLASSIFYING PROPERTY LOCATED AT 17327 ASHWORTH AVENUE NORTH, FROM 4-8 ZONING TO R-12 MULTIFAMILY RESIDENTIAL DESIGNATION.

14. BUILDING SETBACKS ARE AS SHOWN ON THE FACE OF THE PLAT. THESE ARE IN CONFORMANCE WITH ORDINANCE NUMBER 137 THAT THE SUBDIVISION OF THE PROPERTY BE IDENTICAL TO THE ORIGINAL REZONE DESIGN PROPOSAL.

15. LOT SIZES IN THIS SUBDIVISION HAVE BEEN MODIFIED PER SECTION 18.12.03, WHICH ALLOWS FOR LOTS SIZES TO LESS THAN 2,500 SQUARE FEET IN SIZE FOR TOWN HOUSE ZERO LOT LINE DEVELOPMENTS.

16. ALL BUILDING DOWNSPOUTS, FOOTING DRAINS AND ALL IMPERVIOUS SURFACES SUCH AS PATIOS AND DRIVEWAYS TO BE CONNECTED TO THE PERMANENT STORM DRAINAGE OUTLETS AS SHOWN ON THE APPROVED CONSTRUCTION DRAWINGS UNDER PERMIT NUMBER 19999- 00525.

17. "PRIVATE STREET, TRACT 'A', SHALL BE SIGNED AND REMAIN, AS 'NO PARKING – FIRE LANE', APPROPRIATE ENFORCEMENT OF THE RESPONSIBILITY OF ALL PROPERTY OWNERS IN THIS PLAT".

18. ANY STRUCTURES OR IMPROVEMENTS THAT ARE CONSTRUCTED WITHIN THE 15 FOOT EASEMENT ACROSS LOTS 1,2 AND 3 ARE SUBJECT TO BEING REMOVED AT THE EXPENSE OF THE LOT OWNERS AT ANY TIME THAT REPAIR OR REPLACEMENT IS NEEDED IN REGARDS TO THE SANITARY SEWER SYSTEM WITHIN THIS 15 FOOT EASEMENT.

EASEMENT PROVISIONS

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO ALL UTILITIES SERVING THE SUBJECT PLAT AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, UNDER AND UPON THE EXTERIOR TEN (10) FEET PARALLEL WITH AND ADJOINING THE PUBLIC STREET FRONTAGE OF ALL LOTS, AS SHOWN HEREON, IN WHICH TO INSTALL, LAY, CONSTRUCT, RENEW, OPERATE AND MAINTAIN UNDERGROUND DISTRIBUTION SYSTEMS WITH NECESSARY FACILITIES AND OTHER EQUIPMENT FOR THE PURPOSE OF SERVING THIS SUBDIVISION, AND OTHER PROPERTY, WITH ELECTRIC, TELEPHONE, TELEVISION CABLE, DRAINAGE AND OTHER UTILITY SERVICES. TOGETHER WITH THE RIGHT TO ENTER UPON THE LOTS AT ALL TIMES FOR THE PURPOSES HEREIN STATED.

NO LINES OR WIRES FOR THE TRANSMISSION OF ELECTRIC CURRENT, OR FOR TELEPHONE USE, CABLE TELEVISION, FIRE OR POLICE SIGNALS, OR FOR OTHER PURPOSES, SHALL BE PLACED UPON ANY LOT UNLESS THE SAME SHALL BE UNDERGROUND OR IN CONDUIT ATTACHED TO A BUILDING.

DECLARATION OF COVENANT ASSOCIATED WITH DEVELOPMENT OF DETENTION FACILITY

1. DRAINAGE EASEMENTS AS SHOWN ON FACE OF PLAT ARE DEDICATED TO CITY OF SHORELINE FOR ACCESS TO INSPECT, MAINTAIN OR REPAIR THE FACILITIES IN CONFORMITY WITH CITY OF SHORELINE CODE.

2. IF CITY OF SHORELINE DETERMINES THAT MAINTENANCE OR REPAIR WORK IS REQUIRED TO BE DONE TO THE PRIVATE DETENTION FACILITY EXISTING ON THE ABOVE DESCRIBED PROPERTY, THE DIRECTOR OF THE DEPARTMENT OF PUBLIC WORKS SHALL GIVE THE OWNERS OF THE PROPERTY WITHIN WHICH THE DRAINAGE FACILITY IS LOCATED, THE PERSON RESPONSIBLE FOR MAINTENANCE OF THE FACILITY, OR OTHER PERSON OR AGENT IN CONTROL OF SAID PROPERTY NOTICE OF THE SPECIFIC MAINTENANCE AND/OR REPAIR REQUIRED. THE DIRECTOR OF THE DEPARTMENT OF PUBLIC WORKS SHALL SET A REASONABLE TIME IN WHICH SUCH WORK IS TO BE COMPLETED BY THE TITLEHOLDERS WHO WERE GIVEN NOTICE. IF THE ABOVE REQUIRED MAINTENANCE AND/OR REPAIR IS NOT COMPLETED WITHIN THE TIME SET BY THE DIRECTOR, THE CITY MAY PERFORM THE REQUIRED MAINTENANCE AND/OR REPAIR. WRITTEN NOTICE WILL BE SENT TO THE TITLEHOLDERS STATING THE COUNTY'S INTENTION TO PERFORM SUCH MAINTENANCE. MAINTENANCE WORK WILL NOT COMMENCE UNTIL AT LEAST SEVEN DAYS AFTER SUCH NOTICE IS MAILED.

3. IF AT ANY TIME CITY OF SHORELINE REASONABLY DETERMINES THAT ANY EXISTING RETENTION/DETENTION SYSTEM CREATES ANY OF THE CONDITIONS LISTED IN SHORELINE CODE AND HEREIN INCORPORATED BY REFERENCE, THE DIRECTOR MAY TAKE MEASURES SPECIFIED THEREIN.

4. THE TITLEHOLDERS SHALL ASSUME ALL RESPONSIBILITY FOR THE COST OF ANY MAINTENANCE AND FOR REPAIRS TO THE RETENTION/DETENTION FACILITY. SUCH RESPONSIBILITY SHALL INCLUDE REIMBURSEMENT TO THE CITY WITHIN 30 DAYS OF THE RECEIPT OF THE INVOICE FOR ANY SUCH WORK PERFORMED. OVERDUE PAYMENTS WILL REQUIRE PAYMENT OF INTEREST AT THE CURRENT LEGAL RATE FOR LIQUIDATED JUDGMENTS. IF LEGAL ACTION ENSUES, ANY COSTS OR FEES INCURRED BY THE CITY WILL BE BORNE BY THE PARTIES RESPONSIBLE FOR SAID REIMBURSEMENTS.

THIS COVENANT BENEFITS ALL CITIZENS OF CITY OF SHORELINE, TOUCHES AND CONCERNS THE LAND AND SHALL RUN WITH LAND AND BE BINDING ON ALL HEIRS, SUCCESSORS AND ASSIGNS.
THESE COVENANTS ARE INTENDED TO PROTECT THE VALUE AND DESIRABILITY OF THE REAL PROPERTY DESCRIBED ABOVE, AND TO BENEFIT ALL THE CITIZENS OF CITY OF SHORELINE. THEY SHALL RUN WITH THE LAND AND BE BINDING ON ALL PARTIES, AND THEIR SUCCESSORS ANY RIGHT, TITLE OR INTEREST IN THE PROPERTY OR ANY PART

SANITARY SEWER EASEMENT MAINTENANCE PROVISIONS

LOTS 1, 2, 3 TO BE SERVED BY AN EXISTING SANITARY SEWER LINE, BEING WITHIN THE NORTH 15 FEET OF SAID LOTS, RECORDING #3420693 AND #3420694, SHORELINE WASTE WATER DISTRICT.
LOTS 4, 5 & 6 TO BE SERVED BY A SIDE SEWER LINE WITHIN TRACT A, EASEMENT TO CITY OF SHORELINE OR ASSIGNS.
LOTS 4, 5 & 6 SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND/OR RECONSTRUCTION OF THAT PORTION OF THE COMMONLY USED SANITARY SEWER LOCATED UPSTREAM FROM THE POINT OF CONNECTION OF THAT RESPECTIVE LOT OWNER.

EASEMENT TO CITY OF SEATTLE FOR WATER, RECORDING #19990630001664.

EASEMENT TO CITY OF SEATTLE FOR ELECTRICAL POWER, RECORDING # 19990916000973.

PRIVATE COVENANTS AND RESTRICTIONS, RECORDING #

EASEMENT TO RONALD SEWER DISTRICT, NOW SHORELINE WASTE WATER DISTRICT, THE NORTH 15 FEET OF LOTS 1,2 AND 3 FOR SANITARY SEWER #5129541.

EASEMENTS #3420693 AND #3420694 IF APPLICABLE.

31

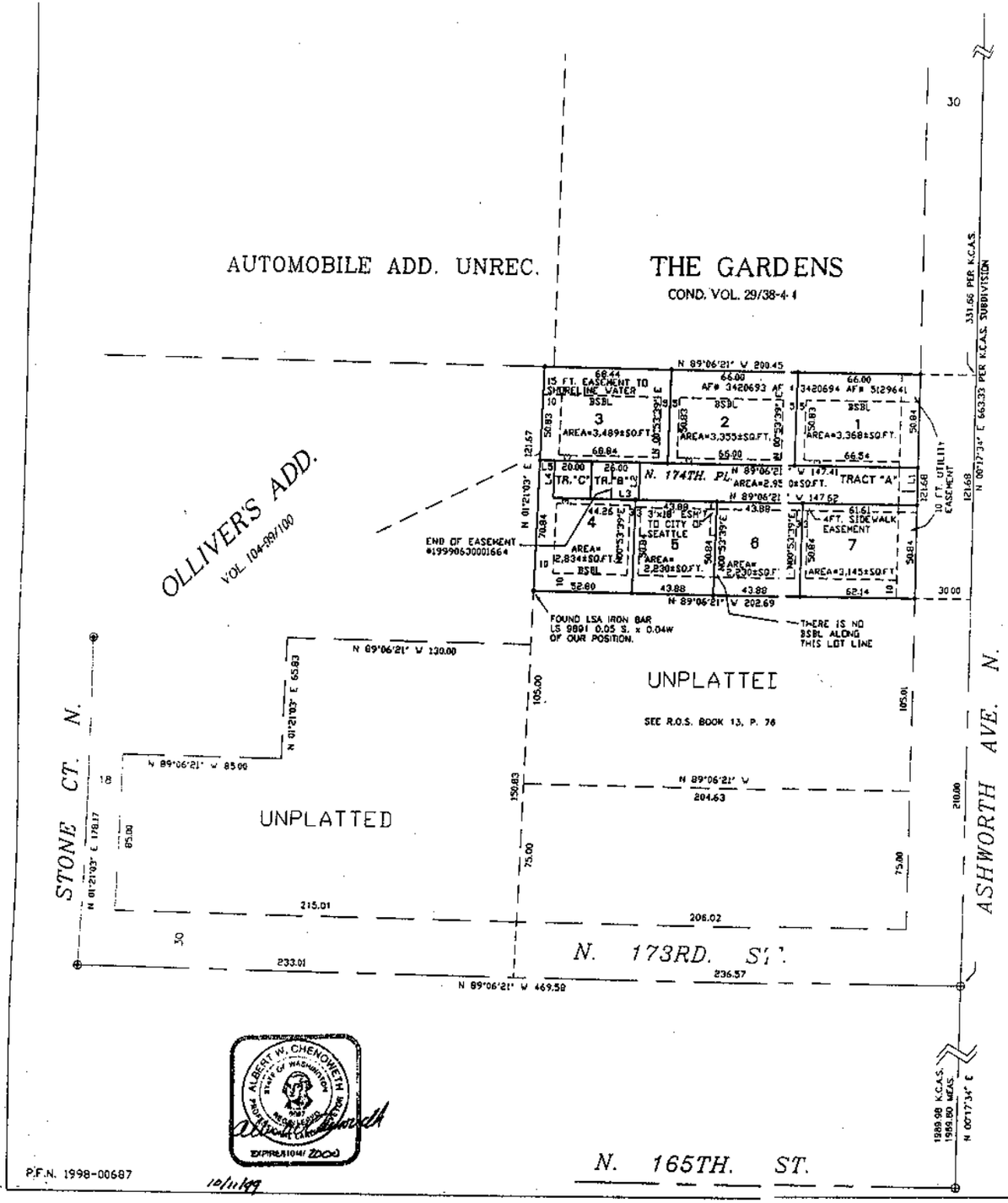
ALBERT W. CHENOWETH
STATE OF WASHINGTON
PROFESSIONAL ENGINEER
EXPIRES 9/30/2000

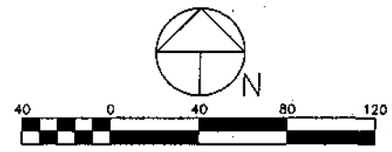
IN THE NW 1/4 SE 1/4, SECTION 7, T.26N., R.4E., W.M.

CHENOWETH & ASSOCIATES, INC., P.S.
18130 MIDVALE AVE. N. SUITE A

ASHWORTH GARDENS

SECTION 7, T-26-N, R-4-E, W.M.
CITY OF SHORELINE
KING COUNTY, WASHINGTON





MERIDIAN: MORRISON ADDITION NO.4 (N 00°17'34" E ASHWORTH AVE. N.)

LEGEND:

⊕	DENOTES BRASS PIN IN CONCRETE MONUMENT IN CASING
⊛	DENOTES TACK IN IRON BAR #6422 IN CASING.
•	DENOTES 24" x 1/2" IRON BAR WITH CAP #9567 SET UNLESS NOTED OTHERWISE.
BSBL	DENOTES A BUILDING SETBACK LINE.

EQUIPMENT AND PROCEDURE:
05" TOTAL STATION USED FOR A TRAVERSE.
ACCURACY MEETS WAC. 332-130-090.
MONUMENTS SHOWN, VISITED 26 AUG. 1997

LINE TABLE

NUMBER	DIRECTION	DISTANCE
L1	N 00°17'34" E	20.00
L2	N 00°53'39" E	20.00
L3	N 89°06'21" W	15.00
L4	N 00°53'39" E	20.00
L5	N 89°06'21" W	7.97

TRACT "A" = 2,950±SQ.FT.
TRACT "B" = 520±SQ.FT.
TRACT "C" = 400±SQ.FT.

LEGAL DESCRIPTION:

A PORTION OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION T-26-N, R-4-E, DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 26 NORTH, RANG EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING EASTERLY OF TI LINE OF OLLIVER'S ADDITION, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOI 104 OF PLATS, PAGES 99 AND 100, AND LYING NORTH OF A LINE 210 FEET NOR AND PARALLEL WITH THE SOUTH BOUNDARY LINE OF SAID SOUTH HALF OF THE NO HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION EXCEPT THE EAST 30 FEET THEREOF.

ADDRESSES:

LOT 1 - 1336 NORTH 174TH. PL.
LOT 2 - 1332 NORTH 174TH. PL.
LOT 3 - 1328 NORTH 174TH. PL.
LOT 4 - 1327 NORTH 174TH. PL.
LOT 5 - 1331 NORTH 174TH. PL.
LOT 6 - 1335 NORTH 174TH. PL.
LOT 7 - 1337 NORTH 174TH. PL.

IN THE N.W. 1/4 S.E. 1/4, SECTION 7, TOWNSHIP 26 NORTH, RANGE 4 EAST, W.M.

CHENOWETH AND ASSOCIATES INC. P.S.
18130 MIDVALE AVE. N., STE. A
SHORELINE, WA. 98133
(206)-542-2188, (425)-672-8333
FAX - (425) -672-8333

JOB # 97087

8 OCT. 1999

SHEET 3 OF 3

32

P.F.N. 1998-00687

10/11/99

RESOLUTION NO. 159

A RESOLUTION OF THE CITY OF SHORELINE, WASHINGTON, APPROVING THE FINAL PLAT OF ASHWORTH GARDENS.

WHEREAS, your Council adopted Ordinance No. 137, on September 8, 1997, which rezoned the subject property from R-6 to R-12 subject to conditions. A condition of this rezone, was that "The subsequent application for preliminary long-subdivision of the property shall propose a division of the land in an identical manner to that reviewed by the Planning Commission for the zoning redesignation."

WHEREAS, your Council approved the subject preliminary plat of Ashworth Gardens on December 14, 1998. Your approval followed a public hearing held by the Planning Commission on April 16, 1998.

WHEREAS, the applicant has met the conditions of the preliminary subdivision approval. All utilities and basic site improvements have been installed. Final paving of the access road, and required landscaping improvements have been guaranteed with a performance bond, with improvements to be completed within two years of final plat approval.

WHEREAS, the applicant complied with all requirements of the City of Shoreline Municipal Code chapter 17.32, for recording the plat.

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

1. The Council finds that the conditions of preliminary plat approval have been met and the requirements for recording the final plat have been satisfied.
2. The final plat of Ashworth Gardens, is approved, subject to a performance bond guaranteeing paving and landscaping will be completed within two years.
3. The Mayor and the Planning and Development Director are authorized to sign the plat and the Clerk shall record the plat with King County Records and Elections Division.

ADOPTED BY THE CITY COUNCIL ON NOVEMBER 8, 1999.

_____
Mayor Scott Jepsen

ATTEST:

_____
Sharon Mattioli, CMC
City Clerk

Marie Hoffman
1310 North 169th Street
Shoreline, WA 98133

Sandra Barducci
1224 North 169th Street
Shoreline WA 98133

Rick Crosby
Carefree Homes Inc
3924 204th Street SW
Lynnwood, WA 98036

Gary Cooper
20351 Greenwood Avenue North
Shoreline, WA 98133

Eric Lindahl
1224 North 169th Street
Shoreline WA 98133

Eric Daida
17332 Stone Court North #B
Shoreline, WA 9813

Marie Hoffman
1310 North 169th Street
Shoreline, WA 98133

John Powell
4326 155th St SW. #B
Lynnwood WA 98037

Brian McCulloch
633 NW 180th St
Shoreline, WA 98177

Nancy Vincent
4326 155th St. SW # B
Lynnwood WA 98037

Attachment D:

CITY OF SHORELINE

PUBLIC NOTICE

Carefree Homes has made application for the final plat of Ashworth Gardens subdivision, located at 17327 Ashworth Avenue North. The proposal would create from a 25,524 square foot lot, seven building lots, on which 5 detached single family homes, and 2 attached single family homes will be built.

Pursuant to SMC 16.35.110, you are notified that the Planning and Development Services Director has made a recommendation to Shoreline Council for the approval of the final plat for Ashworth Gardens. Copies of the director's recommendation to Shoreline City Council is available for public review at the Shoreline City Hall, City Clerk's Office, 17544 Midvale Avenue North and at the City Hall Annex, Planning and Development Services Department, 1110 North 175th Street, Room 107.

Appeal Period: Pursuant to SMC 16.35.140, a party of record must file any appeal of the Director's recommendation no later than 5:00 p.m. on October 25, 1999.

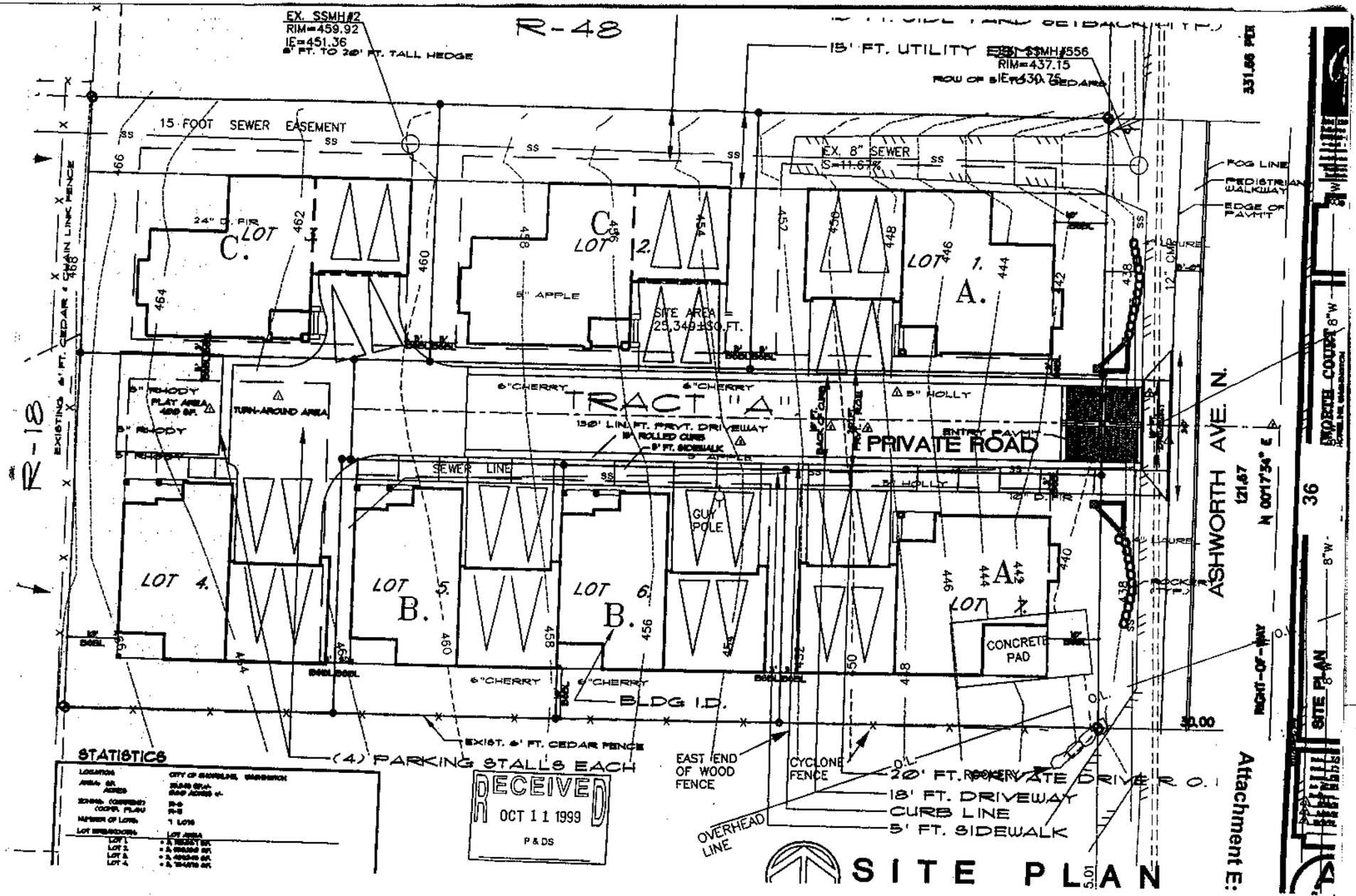
INFORMATION ON THIS PROJECT IS AVAILABLE FROM:

Daniel Bretzke
Planning and Development Services Department
City of Shoreline
17544 Midvale Avenue North
Shoreline, WA 98133-4921
Telephone: (206) 546-1508

An affidavit of mailing has been filed with the City Clerk for the Director.

Effective Date of Notice: October 11, 1999

K:\DEPT\PADS\Project Review\Subdivision\PUBLIC NOTICEashworthgarden.docOctober 4, 1999Gateway 23


R-48
R-18
EX. SSMH#2
RIM=459.92
IE=451.36
8' FT. TO 20' FT. TALL HEDGE
15 FOOT SEWER EASEMENT
EX. 8" SEWER
S=11.67%
15' FT. UTILITY
EX. SSMH#556
RIM=437.15
ROW OF SIE=430.75
EXISTING 6' FT. CEDAR & CHAIN LINK FENCE
24" D. FIR
5" APPLE
SITE AREA = 25,349±SQ.FT.
LOT 1. A.
LOT 2. C.
LOT 3 C.
LOT 4.
LOT 5. B.
LOT 6. B.
LOT A.
TRACT "A"
PRIVATE ROAD
5" HOLLY
5" RHODY
PLAT AREA 459 SQ. FT.
TURN-AROUND AREA
6"CHERRY
150' LIN. FT. PRVT. DRIVEWAY
6" ROLLED CURB
5' FT. SIDEWALK
SEWER LINE
GUY POLE
12" D. FIR
CONCRETE PAD
BLDG I.D.
EXIST. 6' FT. CEDAR FENCE
(4) PARKING STALLS EACH
EAST END OF WOOD FENCE
CYCLONE FENCE
20' FT. PRIVATE DRIVE
18' FT. DRIVEWAY
CURB LINE
5' FT. SIDEWALK
OVERHEAD LINE
FOG LINE
PEDESTRIAN WALKWAY
EDGE OF PAVMT
12" CURB
ASHWORTH AVE. N.
N 00°17'34" E
121.67
331.66 PER
ROBERTS COURT
8"W
8"W
36
RIGHT-OF-WAY
O.L.
5.00
5.01
STATISTICS
LOCATION
AREA SQ. FEET
ACRES
ZONING (CURRENT)
(PROP. PLAN)
NUMBER OF LOTS
1 LOTS
LOT BREAKDOWN
LOT AREA
LOT 1
LOT 2
LOT 3
LOT 4
RECEIVED
OCT 11 1999
P & DS
SITE PLAN
Attachment E:

Council Meeting Date: November 8, 1999 **Agenda Item: 7(d)**

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	**Establish new rate for standby pay for City employees**
DEPARTMENT:	**Human Resources**
PRESENTED BY:	**Marci Wright, Director of Human Resources** MW

EXECUTIVE / COUNCIL SUMMARY

The City of Shoreline pays employees standby pay when the employee is assigned by the City to remain available to come to work in case of emergency. The current rate is $1.50 per hour. This rate has not been changed for over three years.

In an effort to ensure that our wage scale remains competitive with our defined labor market, we recently conducted a survey of our ten comparable jurisdictions. As a result of our survey, we are recommending that our rate of standby pay be increased to $2.00 per hour.

When we revised our pay plan in 1997, we committed to keeping pay and benefits competitive with the labor market. At that time, we identified ten comparable cities as our "labor market" and we pegged the salaries to the "median" of that market. Although we have increased our salary plan each year by a cost of living adjustment based on increases granted by our comparable jurisdictions, we have not made any adjustment to the City's rate of standby pay for over three years.

We pay standby to an employee when the employee is specifically assigned by the City to stay in town, carry a pager, answer phone calls and remain available to come to work in case of emergency. Currently the area of the organization that regularly uses standby pay is the Customer Support Team section of Public Works.

During the past few months, employees have raised the issue that our hourly rate has not been increased for several years and have requested that the rate be reviewed for fairness.

To determine whether our current rate of $1.50 continued to be appropriate in our labor market, we surveyed our comparable jurisdictions to determine their rates of standby pay. Because of the variety of approaches used by jurisdictions in managing standby pay, we discovered that only one-half (5 of 10) of the cities in our labor market use our approach of establishing an hourly rate for standby pay. (The remaining jurisdictions either use some other approach (3 agencies), such as a percentage of monthly salary or a weekly rate, or do not pay standby pay (2 agencies)).

Of our five comparable jurisdictions with an hourly standby pay rate, the median hourly rate is $2.00. We believe that an increase in the standby rate is warranted at this time and that the increase to $2.00 would be appropriate.

Based on our current usage of standby pay, we estimate the 2000 budget impact of the increase will be $3,360.

RECOMMENDATION

Staff recommends that Council increase the City of Shoreline's rate for standby pay to $2.00 per hour.

Approved By: City Manager JB City Attorney N/A

ATTACHMENT

Attachment A: Survey of Standby Pay for Comparable Jurisdictions

Survey of Standby Pay for Comparable Jurisdictions

Jurisdiction	Hourly Rate
Bellevue	$1.70
Federal Way	$1.75
Renton	$2.00
Kent	$2.00
Redmond	$3.77
King County	Different approach
Kirkland	Different approach
Edmonds	Different approach
Everett	No standby*
Auburn	No standby*
Median	**$2.00**

*These 2 jurisdictions do not assign employees to standby.

Council Meeting Date: November 8, 1999 **Agenda Item: 7(e)**

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorize the City Manager to execute an Intergovernmental Cooperative Purchasing Agreement for the purchase of Pool Chlorine
DEPARTMENT:	Parks, Recreation, and Cultural Services
PRESENTED BY:	Wendy Barry, Director WB

EXECUTIVE / COUNCIL SUMMARY

The Cities of Edmonds and Lynnwood have contacted our City to enter into an intergovernmental cooperative purchasing agreement for the purchase of pool chlorine.

In 1998, our City was approached by the City of Edmonds to enter into an agreement with Edmonds, Lynnwood, and the Alderwood Water District to jointly purchase chlorine for the Shoreline Pool. The purpose of the agreement was to reduce the City's costs by jointly purchasing chlorine to receive a reduced price for the quantity purchase. The City entered into an interlocal agreement in 1998. Staff estimates that approximately $900 will be saved in 1999.

Again, it is proposed that our City join with the same three agencies for chlorine purchase for a period of one year from the execution date of the contract. The City of Edmonds has secured bids for supply of chlorine gas for water/wastewater treatment and/or swimming pool treatment. The low bid for supplying chlorine was Jones Chemical, the same firm is currently under contract for chlorine. The cost increased to $379 per ton and $.44 per pound, from $340 per ton and $.42 per pound. Three firms provided bids. The City of Edmonds has provided a copy of the bid comparison sheet. See Attachment A. This represents a significant savings to the City when compared to the Washington State Contract price of $450 per ton for chlorine gas.

Because this is an interlocal agreement, your Council's authorization is required for the City Manager's execution of the contract.

RECOMMENDATION

Staff recommends that your Council authorize the City Manager to execute the proposed Intergovernmental Purchasing Agreement with the cities of Edmonds and Lynnwood, and the Alderwood Water District.

Approved By: City Manager LB City Attorney

ATTACHMENTS:
A: Chlorine Bid Comparison Sheet

BID TABULATION SHEET

ABSTRACT OF QUOTES/BIDS	Authorization Date:	8/17/99	DATE OPENED:	9/7/99	DATE AWARDED:
Supplies or Services:	*NAME OF BIDDERS*				Remarks
Liquid Chlorine	1	2	3	4	
Originating Office: Wastewater Treatment Plant ITEM	Canadian Miraclean	Jones Chemical	All-Pure Chemical	Van Waters & Rogers	
1. Liquid Chlorine 1-ton cylinders					
Price per ton	$380.00	$379.00	$399.90	No Bid	
WA State Sales Tax	$32.68	$32.59	$34.39		
TOTAL	$412.68	$411.59	$434.29		
Bid Deposit					
Bid Signed					
Discount					
Delivery					
Warranty					
Rec'd Addenda if Required					

Is this product a WA State Contract item? Yes No X

Indicate vendors from above listing who have previously provided services or products to the City and indicate whether the results were satisfactory or unsatisfactory: Jones Chemical - Satisfactory performance

Recommended Awardee: Jones Chemical

Low Bid That Is Unacceptable: N/A

**** *I certify that all bids received in response to the invitation were opened, read, and recorded according to current requirements.* ****

Agent for the City of Edmonds: Stephen B. Kahn

NOTE: Indicate N/A in each of the above categories that does not apply to the bid being presented

EXCEL\DATA\ADMIN\BIDS

Council Meeting Date: November 8, 1999 **Agenda Item: 8(a)**

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	**Approval Of Ordinance No. 212, For The Purpose Of Specifying A Weight Limit On The Richmond Beach Overcrossing Bridge**
DEPARTMENT:	**Public Works**
PRESENTED BY:	**William L. Conner, Public Works Director** WLC

EXECUTIVE / COUNCIL SUMMARY

Structural analysis conducted by King County and verified by staff has determined that the Richmond Beach Overcrossing Bridge (bridge) is at risk for accelerated weakening due to extensive use by vehicles carrying heavy loads. To minimize the risk it is recommended that the City post this bridge with a weight limit.

This bridge is a timber structure originally built in 1923 and rebuilt in 1956 (see Attachments A and B for Vicinity Maps and Attachment C for Pictures of Bridge). Older timber bridges often need to be posted for the weight limit that the structure can safely carry on a routine basis. Although the timber in this bridge will deteriorate over time, a weight limit and routine repair will significantly extend the life of the bridge. While the City is responsible for the roadway on top of the bridge structure and for posting any weight limit, we believe the structure of this bridge is the responsibility of the Burlington Northern Santa Fe Railroad.

Since June, staff has coordinated weight limit impacts with local residents and stakeholders. Concerns expressed by residents include the immediate inconvenience with respect to restricted construction related vehicles (i.e., concrete trucks), future concerns about how long they will have to live with restricted access, and questions about money allocated to fixing the problem.

Staff research determined the weight limit would have no effect on the daily traffic routine of the residents. However, it would place restrictions on heavier vehicles using the bridge such as concrete trucks, large dump trucks, and large construction equipment. The only emergency vehicle that exceeds the weight limit is the Shoreline Fire District ladder truck. As an essential emergency service vehicle, it will receive an exception to the weight limit policy.

The long-term solution will be to conduct further analysis for the purpose of finding a permanent and cost effective resolution to the weight limit. Staff has initiated

discussions with the railroad over its responsibility for maintenance and repair of the structure.

Under the recommendation, use of the bridge would be limited to one truck at a time and prohibited to gross weights in excess of sixteen tons for three axle vehicles, twenty-four tons for five axle vehicles, and thirty-two tons for six axle vehicles (see Attachment D for Weight Limit Sign).

RECOMMENDATION

Staff recommends your Council adopt Ordinance No. 212 (Attachment E) establishing Section 12.10.050 of the Shoreline Municipal Code for the purpose of specifying a weight limit on the Richmond Beach Overcrossing Bridge.

Approved By: City Manager LB City Attorney

BACKGROUND / ANALYSIS

History

The City is responsible for a bridge located at Richmond Beach Drive just south of 196th Street NW. This bridge provides sole access over the Burlington Northern Santa Fe Railroad for the residents on 27th Avenue NW (Attachments A and B).

This bridge is a timber structure originally built in 1923 and rebuilt in 1956 (Attachment C). The normal life span of a timber bridge is 45 to 50 years. Many of the bridges from this era are either structurally deficient or functionally obsolete. After engineering analysis and inspections, these bridges often need to be posted for the weight limit that the structure can safely carry on a routine basis. Although the timber members in this bridge will continue to deteriorate over time, a weight limit and routine repairs will significantly extend the life of the bridge.

By law, the City is responsible for the maintenance of the roadway over and approaches to the bridge and the railroad is responsible for maintenance of the bridge superstructure. By law, the City is also authorized to impose weight limits on roads or portions thereof, including bridges (WAC 36.75.270 Limitation of type or weight of vehicles authorized; WAC 308-330-265(16); RCW 46.90.265 Authority of Traffic Engineer; and K.C.C.C. 14.16 Load Limits on Bridges). The purpose of this ordinance (Attachment E) is to preserve the public's investment and protect the public's safety.

The National Bridge Inspection Standards (NBIS) came to be the national policy for uniform bridge inspection in 1971, a product of the Federal Highway Act of 1968. The City currently operates under an Interlocal agreement with King County Road Services Division who inspects this bridge on an annual basis in accordance with the NBIS. The last inspection occurred on October 15. The results of that inspection will be available December or January. The 1997 and 1998 inspections indicated the bridge deck is in need of replacement and the structure and foundation are in need of minor repair. These repairs were assigned "routine" status, indicating that work should be performed within the next several years to extend the life of the bridge. The City replaced the bridge deck this summer under a contract with King County at the cost of $ 41,940. The new deck will prolong the life of the bridge by keeping moisture off the structure. Next year, as part of the CIP, the City will make seismic retrofit improvements to prevent the bridge from collapsing during an earthquake. These improvements are estimated to cost $36,000. We will seek reimbursement for cost from the Railroad.

The 1997 inspection also identified deterioration in the structure. As a result of this finding King County recommended that a load rating analysis be performed for the structure to determine if a weight limit is required. A bridge load rating is the measure of a bridge's load carrying capacity. Based on the results of the load rating analysis King County recommended the bridge be posted with a weight limit.

The City has initiated communication with Burlington Northern railroad regarding their responsibility for the maintenance and repair of the structure. And, the year 2000 CIP update will include a budget to conduct further analysis with the objective of finding a permanent and cost effective resolution to the weight limit. This will require a major

overhaul beyond just the seismic retrofit. We will then have to consider who pays for this overhaul.

Analysis

The weight limits recommended for this bridge are based on the Operating Rating for typical truck configurations. The Operating Rating is a maximum load that can be carried on an infrequent albeit routine basis without detriment to bridge. Weekly use is considered an infrequent basis. Vehicles whose axle spacing and axle loads differ from the typical configuration can be analyzed individually based on their specific configuration. Staff has coordinated weight limit impacts with local residents and identified vehicles that are known to use the bridge and analyzed these vehicles based on their specific configuration. The results are discussed in the following section.

How Will The Weight Restriction Effect The Residents On 27th Avenue NW?

On June 12, 1999, staff attended a neighborhood meeting with residents on 27th Avenue to explain the proposed weight limit, the reasons for its recommendation, and to discuss possible impacts as a result of the weight limit. The concerns expressed by the residents included: the immediate inconvenience with respect to restricted construction related vehicles (i.e., concrete trucks), future concerns about how long they will have to live with restricted access, and questions about money allocated to fixing the problem.

Staff explained the reason for the weight limit is in the interest of protecting public safety and public property. And that the time and money involved to fix the problem depended on a number of factors including determining the type of repairs needed, who would make the repairs and how, and results of the budgeting process.

Under the recommendation, use of the bridge would be limited to one truck at a time and prohibited to gross weights in excess of sixteen tons for three axle vehicles, twenty-four tons for five axle vehicles, and thirty-two tons for six axle vehicles. The weight limits recommended for the three typical legal load trucks are shown on the proposed weight limit sign (Attachment D). Non-typical truck configurations will be addressed as needed.

Staff research involved discussions with several utility and service companies whose vehicles are known or anticipated to use the bridge. Data gathered from these discussions was provided to King County who performed a load rating analysis specific to these vehicles. Based on the results of this research, staff determined the weight limit would have no effect on the daily traffic routine of the residents. However, it would place restrictions on heavier vehicles using the bridge such as concrete trucks, large dump trucks, and large construction equipment. Overload permits, discussed later in this section, or reduced loads may be required for these trucks to use the bridge.

Staff also provided Planning and Development Services (P&DS) Building Division with a Contractor Notice. This notice is attached to building permits for projects on 27th Avenue and advises the contractor of the pending approval and posting of the weight restrictions on the bridge. As a result of this notice, staff has worked with one contractor through a procedure to analyze the contractor's equipment based on the specific configurations. The results are discussed in the bullet below titled Dump Trucks.

- Fire Trucks – The Shoreline Fire District gross vehicle weight (GVW) on the Ladder Unit is 29 tons, the Engine Units are 16 tons, and the Aid and Medic units are 7 tons. The Engine and Aid and Medic Units would not be restricted by the weight limit. The Ladder Unit exceeds the weight limit; however, this unit carries the fire fighting equipment and is brought on all calls. With the addition of the tiller wheel, this vehicle has superb maneuverability enabling it to go places the Engine Units cannot. While overloaded truck movements are discouraged, they are sometimes essential for emergency service vehicles. All emergency response vehicles including the Ladder Unit (the heaviest emergency vehicle) will be allowed to cross the structure.
- Garbage Trucks - Waste Management Northwest (WMN) provides garbage and recycling service to these homes. The three-axle garbage truck weighs 16 tons empty and 25 tons full. The specific weight limit for the garbage truck is 19 tons. This means the garbage truck can use the bridge if it carries less than 3 tons of garbage. The weekly service to 27th Avenue occurs in the morning and early in the route. Based on discussions with WMN it was determined that the truck would be carrying less than 3 tons of garbage at the time it uses the bridge and would not be restricted. The two axle recycling truck weighs 12 tons empty and 17 tons full. These trucks would be carrying a partial load and would not be restricted.
- Fuel Trucks - Cascade Oil provides fuel oil to these homes. The GVW weight of their two-axle fuel truck is 16 tons. Based on the analysis of this truck type, the load must be reduced to one ton less than full capacity. Cascade Oil is aware they will need to limit their loads to 15 tons. This service is provided 4 times per year.
- Dump Trucks - Typical three axle dump trucks weigh 10 to 20 tons fully loaded for small and large trucks, respectively. Two dump trucks were analyzed based on their specific configuration for a construction project on 27th Avenue. The large dump truck was not able to carry a full load over the bridge, and was limited to 18 tons. With a drop axle installed, the load can be increased to 18.75 tons. The small dump truck can be loaded to nearly 10 tons (19,500 lbs.) without a drop axle. Three excavators were also analyzed related to this construction project. The bridge can not support the weight of the large excavator but can safely support the small excavators.
- Utility Truck - Puget Sound Energy provides service to the residents on 27th Avenue. Their typical "Line" or "Bucket" trucks have a gross vehicle weight of 16.5 tons. Based on the analysis of this truck, it would not be restricted by the weight limit.
- Concrete Trucks - Typical three-axle concrete trucks weigh 16 tons empty. Lone Star Concrete's three-axle tandem trucks weigh 15 tons empty and 35 tons fully loaded. These trucks carry between 9 and 10 cubic yards of concrete weighing 4000 pounds per cubic yard. This truck should not carry a load of more than one yard of concrete over the bridge. The inherent weight of these trucks restricts them from using the bridge. An overload permit may allow "short loads" (i.e., less than 8 tons or 2 cubic yards); however, this is very impractical. Alternatives include pulling one-yard trailers with pick -up trucks, pumping the concrete across the bridge from one concrete truck to another, or delivering the concrete by barge. Residents have utilized the later two of these options for a new home construction project and bulkhead repair. Either alternative will increase the cost to deliver concrete. According to P&DS Building Division, there are three anticipated bulkhead repairs.

The concrete requirement for all three bulkheads is approximately 160 cubic yards or 16 full concrete trucks.

Overload Permits may be issued with the following considerations:

- The primary function of overload permits is to provide an exception for trucks that are too heavy but could safely use the bridge by reducing or separating their load. Prohibiting unsafe loads on bridges reduces long-term damage to the bridges caused by overloaded truck traffic.
- While overloaded truck movements are discouraged, they are sometimes essential for emergency service vehicles and for the transportation of construction-related equipment and manufactured goods.

The City will utilize the expertise and experience of the King County Road Services Division Structural Design and Bridge Inspection Unit in reviewing overload permit requests. The City will accomplish this through a Discretionary Services Request agreement with King County. Truck drivers who have not previously obtained a permit and desire to cross the bridge would call the City to initiate the process. The City and County have a procedure for handling these requests. There is currently no charge for the permit. Generally, these permits are for one-time use; however, on occasion they may be issued for a specific time period for a specific purpose.

The City will follow a standard load limit posting procedure, which includes the following:

Traffic and Planning
- develop signing plans and post official black and white signs at the end of the bridge
- post advanced warning signs so that vehicles will have enough time to turn around

Community Relations
- Prepare/Coordinate the News Release
- Notify appropriate individuals/agencies/organizations including:
  - Residents
  - Police Department
  - Fire Department
  - Other Emergency Response Providers
  - Utilities
  - Shoreline School District
  - Garbage and Recycling Service
  - Fuel Service

The City owns two other bridges, the Hidden Lake Bridge 167 and the Richmond Beach Pedestrian Bridge 2118-1 at Richmond Beach Saltwater Park. The Hidden Lake Bridge is a concrete structure and does not require a load restriction. The Richmond Beach Pedestrian Bridge is not open to the public for vehicular traffic and therefore not required to be posted according to National Bridge Inspection Standards. This bridge is used for Park maintenance vehicles only and access is controlled.

Based on the results of the loading analysis performed on the Richmond Beach Overcrossing Bridge, and the concern for public safety and property related to the current use of this bridge, staff recommends that your Council authorize the City Engineer to post the recommended weight limit.

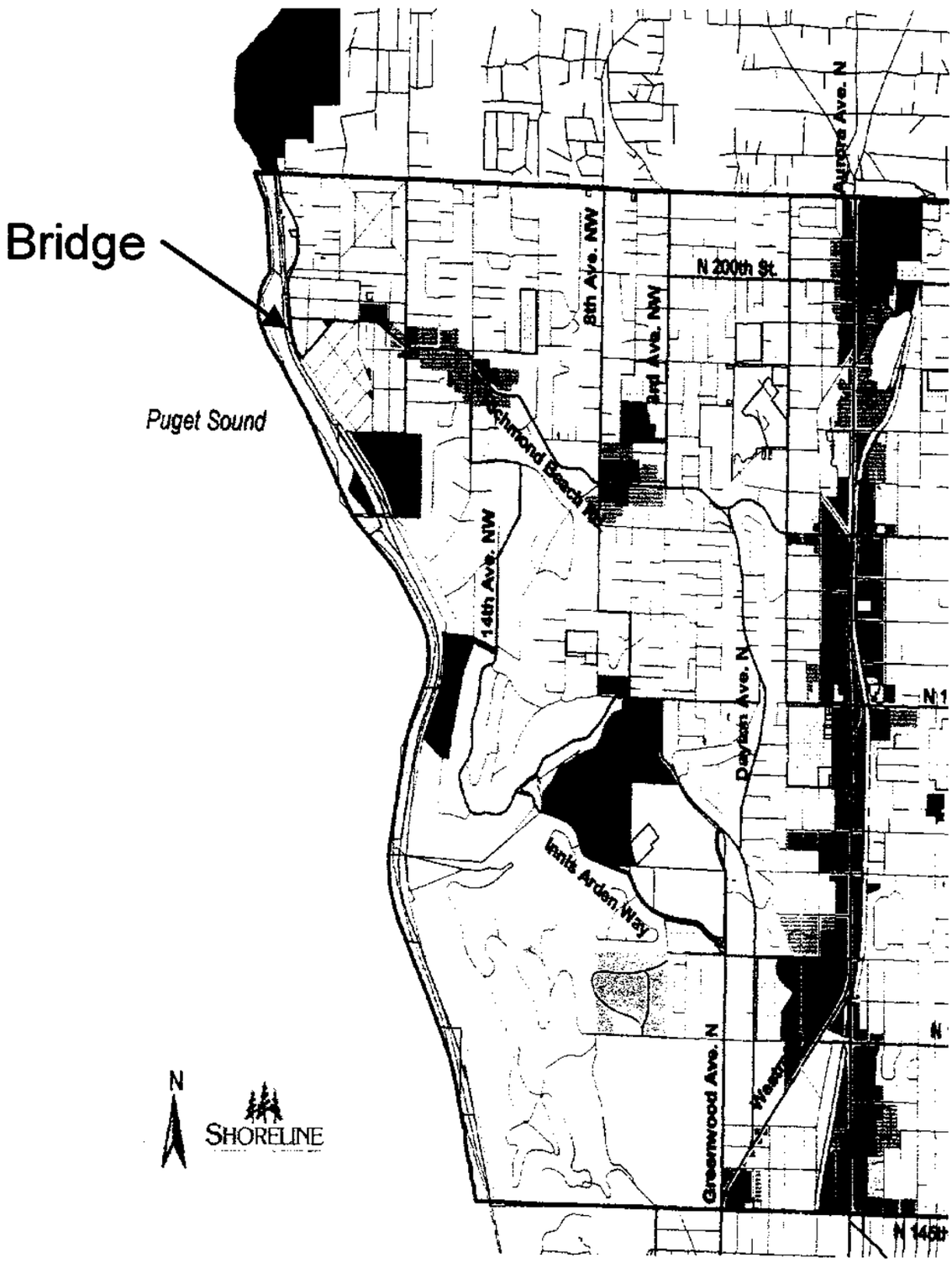
RECOMMENDATION

Staff recommends your Council adopt Ordinance No. 212 (Attachment E) establishing Section 12.10.050 of the Shoreline Municipal Code for the purpose of specifying a weight limit on the Richmond Beach Overcrossing Bridge.

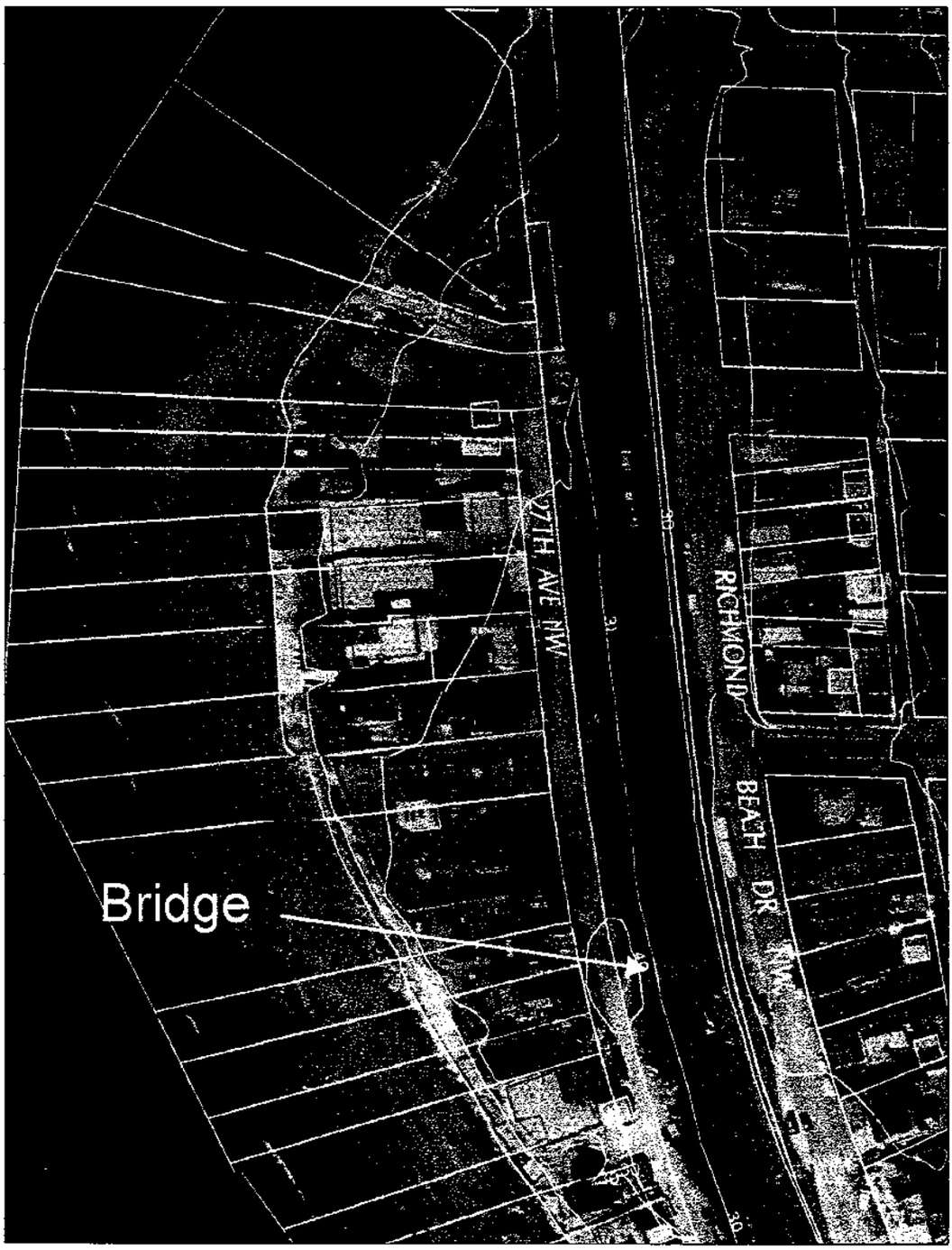
ATTACHMENTS

Attachment A - Vicinity Map of Shoreline
Attachment B - Vicinity Map of 27th Avenue NW
Attachment C - Pictures of Bridge
Attachment D - Weight Limit Sign
Attachment E - Ordinance

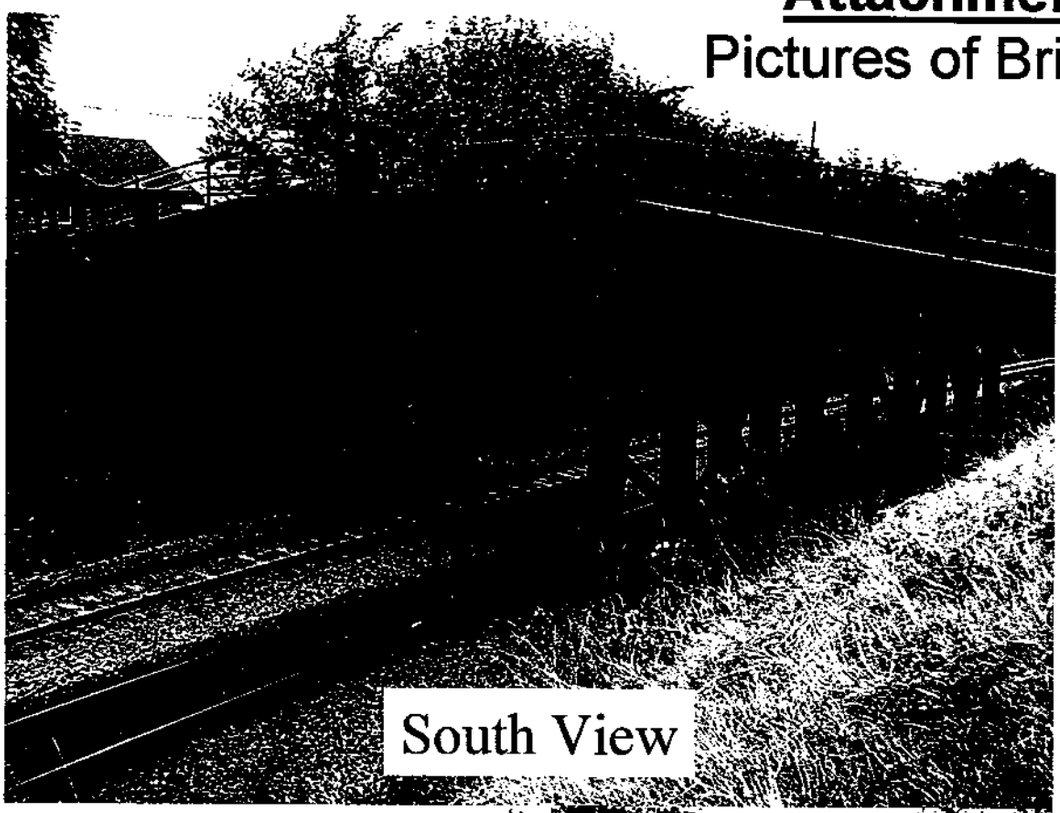
Attachment A
Vicinity Map of Shoreline



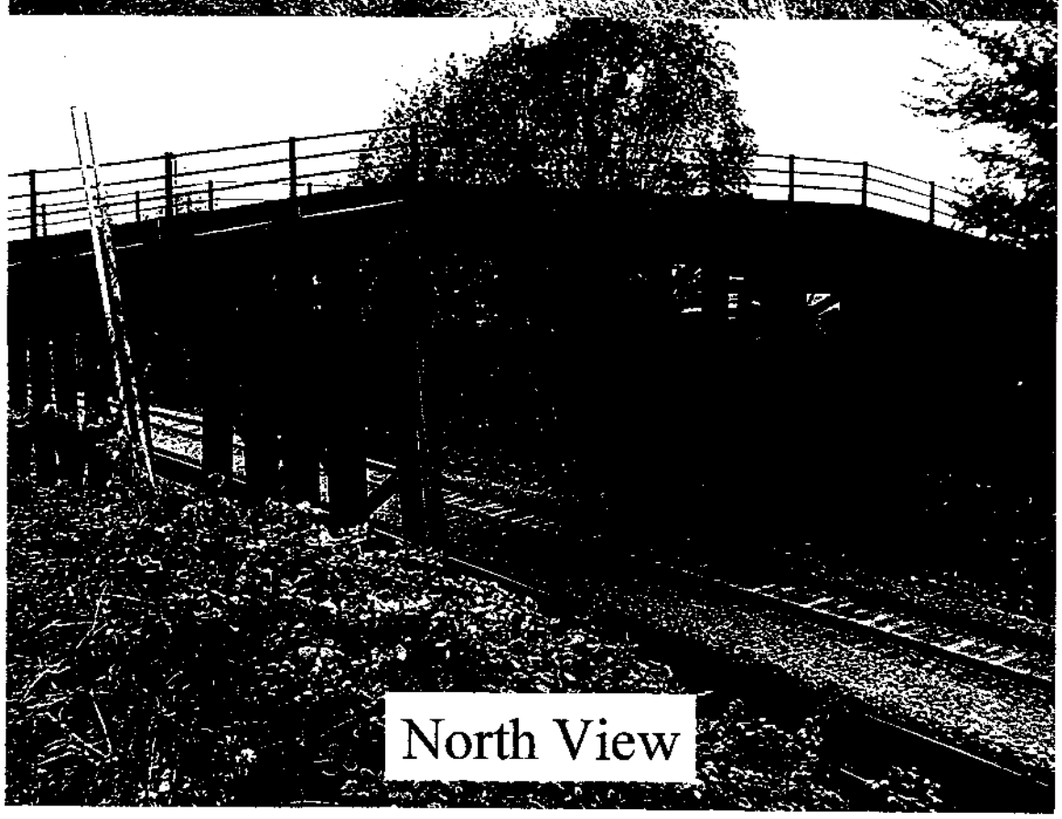
Attachment B
Vicinity Map of 27th Avenue NW



Attachment C
Pictures of Bridge

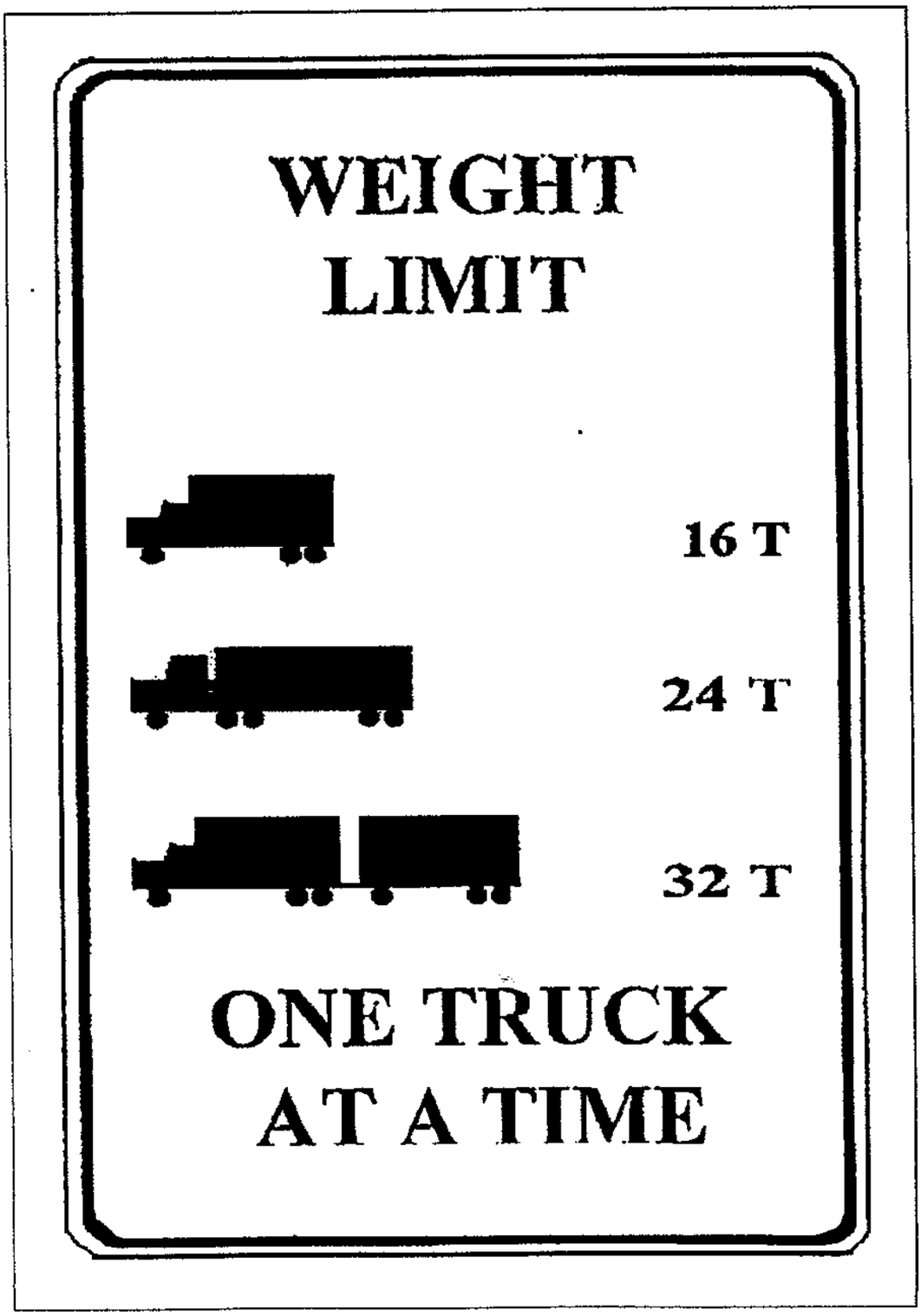


South View



North View

Attachment D
Weight Limit Sign



Attachment E
Ordinance

ORDINANCE NO. 212

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, ESTABLISHING SECTION 12.10.050 OF THE SHORELINE MUNICIPAL CODE FOR THE PURPOSE OF IDENTIFYING AUTHORITY OF THE CITY ENGINEER TO IMPOSE TEMPORARY GROSS WEIGHT LIMITS ON ROADS OR PORTIONS THEREOF AND FOR THE PURPOSE OF SPECIFYING WEIGHT LIMITS ON CITY BRIDGES

WHEREAS, the City is authorized by state law and county code to impose weight limits on roads or portions thereof including bridges; and

WHEREAS, the City Council wishes to impose weight limits to preserve the public's investment and protect the public's safety;

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

Section 1. New section. A new section is added to Shoreline Municipal Code Chapter 12.10, Roads and Bridges, to read as follows:

.050 Richmond Beach Overcrossing Bridge 167AOX

The use of Bridge 167AOX shall be limited to one truck at time and be prohibited to gross weights in excess of sixteen tons for three axle vehicles, twenty four tons for five axle vehicles, and thirty two tons for six axle vehicles until further notice.

Section 2. Effective Date and Publication. This ordinance, or a summary thereof, shall be published in the official newspaper of the City, and shall take effect five (5) days after the date of publication.

PASSED BY THE CITY COUNCIL ON NOVEMBER ____, 1999

_____
Mayor Scott Jepsen

ATTEST:

_____
Sharon Mattioli, CMC
City Clerk

APPROVED AS TO FORM:

_____
Ian Sievers
City Attorney

Date of Publication:
Effective Date:

Council Meeting Date: November 8th, 1999 **Agenda Item: 8(b)**

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Selecting Bassetti Architects for the Civic Center Pre-Design Study and Authorizing the City Manager to Execute a Contract not to exceed $90,714 to Complete the Study
DEPARTMENT:	City Manager's Office
PRESENTED BY:	Bob Deis, City Manager Eric Swansen, Senior Management Analyst

EXECUTIVE / COUNCIL SUMMARY

As part of your Council's annual work plan, goal #9 directed staff to accelerate planning for a Civic Center. This acceleration advances ahead by one year the pre-design study, the first step of three possible steps for this project. This item seeks your Council's authorization for the City Manager to enter into a contract with Bassetti Architects for completing a pre-design study of the Shoreline Civic Center project. This pre-design work will consist of:

- reviewing previously developed space standards
- estimating long-term space needs (both office and shop space needs)
- studying these needs as they relate to each other
- identifying opportunities to share or co-locate facilities with other public agencies
- developing rough cost estimates for the project
- developing a phasing strategy to accommodate space needs over time
- reviewing alternatives for financing the Civic Center project

This study is the first of three phases the City would likely follow to complete a Civic Center. A second phase would design the facility and develop specifications for construction. The third and final phase seeks competitive bids on the project and gets the building built. There could be variations of this approach that will be considered after the first phase. It is important to note that there is no funding identified for subsequent phases of this project in the current Capital Improvements Program (CIP). The current CIP allocated $100,000, as additional space renovation, for this project in 2000. Your Council will have an opportunity to revise the CIP when this study is completed to reflect its findings.

Many might question the wisdom of considering a project of this scale at this time, due to the uncertainty of I-695 and how it relates to the proposed 2000 budget. In fact, these recent developments actually emphasize the need for a long-term plan to control facilities costs and maximize the efficiency of limited general fund dollars in the long-run. This project seeks to look beyond the City's immediate space needs and develop a long-term vision for our community.

Our current practice of leasing space has a number of limitations that owning and operating our own building can largely overcome. These limitations include the inability to control lease rates, difficulty in aggregating enough space in close proximity to serve our residents, poor design of Council Chambers, competition for limited parking, and the difficulty in getting common area maintenance activities performed.

Using the services of a capable architectural firm will help the City by analyzing the City's long-term space needs, developing design concepts, rough cost estimates and financing scenarios. To select a capable architectural firm, staff developed a Request for Qualifications (RFQ) to solicit interest from local architects. This RFQ was distributed to nearly 30 interested firms, with 8 firms submitting proposals. Based upon the experience, qualifications and understanding of the project, three firms were selected for follow-up interviews. The firms interviewed were Arai/Jackson of Seattle, Architects BCRA of Tacoma and Bassetti Architects of Seattle. Based upon the interviews, staff is recommending the selection of Bassetti Architects for this project.

This recommendation is based on the experience, knowledge and abilities Bassetti has shown on similar projects in the Seattle area. Notable examples of Bassetti's work include Edmonds-Woodway High School, the Mary Gates Hall (currently under construction) at the University of Washington and the expansion of West Seattle High School. Bassetti was recently selected to lead the design for the new Seattle City Hall.

RECOMMENDATION

Staff recommends your Council select Bassetti Architects of Seattle to develop a pre-design study of a potential Civic Center project and authorize the City Manager to execute a contract not to exceed $ 90,714 (including allowable expenses for this work) and authorizing change orders up to 10% of the contract amount.

Approved By: City Manager JB City Attorney N/A

BACKGROUND / ANALYSIS

Shortly after incorporation, staff reviewed a number of options to establish a City Hall. After examining the available inventory of centrally located existing office space and vacant lands for a potential building, a decision was made to lease space at the Shoreline Business and Professional Center. This decision was an interim decision, aimed at providing a location for the City to start operating.

In 1997, the Police Department moved into a newly purchased and remodeled building on NE 185th Street. Shortly afterwards, Planning and Development Services (PADS) and the Customer Response Team (CRT) were relocated to newly acquired space adjacent to the Professional Center at Highland Plaza. The City continued to grow, and the advice of a professional architect was sought to develop space standards and determine near-term space needs.

Analysis conducted by Calvin Jordan & Associates in 1997 showed an immediate need for 4,000 square feet of space. The study suggested that an additional 3,000 square feet of space would be needed by the end of 1999. Based upon this analysis, your Council authorized the leasing of additional space in Highland Plaza and the Professional Center. It is important to note that this additional space afforded the City the opportunity to implement space standards that will serve as the basis for this proposed pre-design study.

In 1998, your first Capital Improvements Program (CIP) identified additional space renovation as a basic facility need. The plan allocated $100,000 for pre-design studies, to be conducted in 2000, to plan for acquiring permanent space. Funding for design and construction was purposely omitted, since it was impossible to determine without the benefit of a pre-design study. It is the purpose of this study to establish rough cost estimates and financing sources for inclusion into the CIP.

At your Council's 1999 annual goal setting retreat the topic of a new City Hall was discussed. Your Council's consensus was to accelerate the planning for a new Civic Center, with the goal of completing a pre-design study that analyzes long-term space needs and develops rough cost estimates and financing alternatives.

Current Situation

The City currently divides the general government services it provides among three separate locations. The City owns approximately 5,480 square feet of office space at the Police Station. We also lease a combined total of approximately 21,450 square feet in two adjacent buildings, the Shoreline Business and Professional Center and Highland Plaza, referred to as City Hall and the City Hall Annex respectively.

Limited operations and maintenance activities are currently housed in two separate locations, one location as part of the City Hall complex and a shop/yard at Hamlin Park. The Hamlin facility provides 2,245 square feet of enclosed space. As the City continues to transition public works services from King County to a hybrid of City, private sector and County providers, related space needs and special requirements will be increasing. These needs will be analyzed as part of this pre-design study.

Other properties owned or leased by the City, which are primarily used for recreation classes (Shoreline Pool, Recreation Center) or community oriented policing programs (Neighborhood Police Storefronts) will not be included in this study due to the unique missions of those facilities.

Leasing space has a number of limitations that owning and operating our own building can largely overcome. These limitations include the inability to control lease rates, the difficulty in getting common area maintenance activities performed, difficulty in aggregating enough space in close proximity and a number of other practical deficiencies that affect customer service and the City's operation.

The City's lease payments for Highland Plaza and the Shoreline Business and Professional Center are expected to total $502,215 in 2000. This represents a 36% overall increase from last year. Leases are becoming a larger portion of the City's operating expenses. Since we don't own most of the space we occupy, we are forced to react to fluctuations in the market by paying ever-increasing lease rates. This is a major expense the City has no control over. As your Council is aware, protracted lease negotiations have become more difficult than anticipated.

Another frustration the City has is the scope and timing of common area maintenance and improvements. In 1998, a consultant report identified a number of major repairs that have been deferred by our landlords. Without proper planning and capital reserves, such common area improvements can increase lease rates. This places the City in the difficult position of paying for improvements that add more value to the property owner compared to the City, over the life of the improvement. Furthermore, as we experienced in 1997,1998 and 1999, City operations are adversely affected by failures (water leakage, heating and ventilation failures, etc.) in leased space.

As your Council is aware, having a planned and proactive approach to large expenditures is a prudent business practice that minimizes fluctuations in cost and ensure adequate funds are available when the need arises. The City is being asked to fund a portion of these improvements, through increased lease rates. The City is being placed in the difficult position of paying for improvements that add more value to the property owner compared to the City, over the life of the improvement.

The City has been unable to aggregate enough space to accommodate the City's business in one location. The absence of a single customer service location presents obstacles to customers, increases operating and maintenance costs and discourages effective communication and collaboration. This obstacle is multiplied by having additional municipal-like services being provided to our citizens by the City of Seattle and a number of special service districts at distant locations.

A primary goal of this study is to minimize the number of locations where services are provided. Where possible, similar services should be located provided at a single location. At this time, it is impossible to know whether the community's long-term needs can be cost-effectively met at a single location, or if separate maintenance and administration facilities should to be developed.

Staff hosted a meeting among special service districts this summer to gauge each provider's willingness to participate in co-locating similar functions, or share space. Each district

provided an overview of current space utilization, anticipated future space needs and special equipment needs. While there was no overwhelming consensus to share space, there was interest in co-locating certain services to create a "one-stop" shop. In particular, there was interest in creating a permitting center that would minimize the number of places a customer needed to seek information and approvals for construction projects. Yet we need to consider the potential of combining organizations over the life of the new building - 20 to 50 years.

A number of other practical deficiencies exist that affect our customers and operations in a negative manner. While the Shoreline Center has been a good interim facility, the Mt. Rainer Room has a variety of deficiencies that burden an effective Council meeting. Parking at the City Hall and Annex is in limited supply, creating problems for customers and delivery vehicles. As we bring certain services in house, the City's vehicle fleet will expand, worsening an already problematic situation. The Public Works transition plan and certain sections of the Parks and Recreation Department will add staffing that are not programmed into the current facilities. Finally, the classic rent versus buy issue is becoming more important as our lease payments increase dramatically and we are not acquiring equity in our own building.

In order to control leasing costs, combine customer service locations where possible, manage building maintenance and improvements in a proactive manner, and resolve a number of practical deficiencies, a smart business decision would be to consider a single facility for our community's municipal customer service needs. Considering the City of Shoreline is not going to go "out of business", and leasing costs will only continue to escalate in the long-term, developing a city-owned and operated facility allows the City to "lock-in" facility related capital costs for the life of the building. Considering that a modern commercial building can have a 50-year life before major systems need replacement, the long-term advantage to the City can be considerable.

The Architectural Process

This project is the first major facility project the City has undertaken. A traditional architectural process will likely be followed for this project, using the pre-design, design and build phases as previously mentioned. Yet, we will review other options (such as design-build, general contractor / construction manager, etc) as alternatives to the traditional approach.

The pre-design process starts with soliciting and selecting an architect to complete the pre-design phase. The City is bound by state law on a specific process for selecting an architect based solely on the experience, qualifications, and availability of the firm. The City solicited a Request for Qualifications (RFQ) from interested parties for this project. Nearly 30 firms were sent copies of our RFQ, resulting in eight firms submitting proposals.

Based on experience, qualifications and availability as presented in the proposals, three firms were selected to participate in a subsequent selection interview. The firms interviews included Arai/Jackson of Seattle, Architects BCRA of Tacoma and Bassetti Architects of Seattle. The selection interview provided the firms an opportunity to present a project plan to meet the needs outlined in the RFP. An interview panel comprised of City staff posed a consistent set of questions to each firm participating. The selection panel then reviewed the presentation and responses to see how they met the City's needs for this project. In the case

of this project, Bassetti Architects of Seattle is being recommended to complete this pre-design work for us.

Bassetti is a well-known and established Architectural firm located in downtown Seattle. The design principal will be Marilyn Brockman, AIA, who has worked on a number of similar public sector projects. These projects include: West Seattle High School Remodel, Mary Gates Hall (currently under construction at the University of Washington), the City of Shoreline's Police Station and the Richmond Highlands Recreation Center. Marilyn is also working as part of the team designing a new City Hall for the City of Seattle. The Bassetti firm also designed the recently completed Edmonds-Woodway High School, the Key Tower (formerly AT&T Gateway Tower) in Downtown Seattle. Other consultants teaming with Bassetti on this project include Kato & Warren for engineering, the Seneca Group for financial analysis, the Cascade Design Collaborative for programming and site layout, and Davis Langdon Adamson for rough cost estimating. Each member of this team brings an impressive array of experience to the table for this important project.

Once a firm has been selected and a contract has been authorized by the Council, the architect would start work on the pre-design phase. This work would review existing space standards, which have been used to allocate space in a consistent manner among similar positions throughout the organization. These standards are based on the type of work and special space needs for each position within the City. Our current space standards range from 210 square feet for the City Manager to 42 square feet for interns and certain part-time positions. A similar method is used to calculate the space needed for meeting rooms, reception areas, and special equipment (oversized copiers, engineering drawing storage, etc.).

In this project, we will review the long-term space utilization of a number of similar cities and the special districts that provide services to our community. Options to work with special districts regarding co-location and space sharing can be factored into this pre-design study by actively seeking their input for this project. While decisions on co-locating and space sharing will need to take place at a later time, it is important to note that this project intends to meet the long-term needs of our community.

Once space needs standards are verified, an estimating process is used to determine the number of staff for each position between now and the anticipated life of the building's design. These space standards are applied to each position, making periodic adjustments to accommodate new and evolving responsibilities of the City. The end result is a projection of the space needs at regular intervals to base future pre-design and design decisions on.

A number of preliminary design considerations will be applied to these space needs. These considerations include basic assumptions about:

- land costs
- locating similar services in close proximity to maximize efficiency for customers and staff
- costs of building "up" rather than "out" (taller versus wider)
- site amenities (parking, landscaping, public spaces, pedestrian and vehicle access)

These considerations will result in a rough design concept, or two, aimed at meeting our community's needs. It's important to note that a design concept is used to narrow the spectrum of possibilities to something that is close to what the design process would specify.

It is not intended to be a final product, since it is based on a series of assumptions that need to be verified during the design process. A rough range of cost estimates would be developed to coincide with the design concepts. Your Council would have an opportunity to review and provide consensus support for a preferred design concept.

Since cost is a significant part of the decision to proceed with the project, financing alternatives would be developed. These alternatives would examine a variety of public and private funding mechanisms currently available to the City. These alternatives would be presented to your Council at a future study session for review and consensus support.

The final pre-design product would be an analysis of space needs over time, identification of opportunities to co-locate or share spaces with other agencies, a preliminary design concept and preferred financing plan.

The subsequent design phase will follow if your Council considers this a viable project. This phase seeks an architect to verify the assumptions used in the pre-design study, develop floor plan layouts, and specify final architectural details, construction materials and methods. The rough cost estimate would be refined as part of this process, for the purposes of ensuring adequate funding for the project. A bid specification document, and architect's cost estimate, would be the final product of the design phase. At the initial part of this phase, the City would have to identify and secure financing and the appropriate land mass.

The construction phase would seek competitive bids on the bid specifications from qualified contractors to construct the building. The design architect would remain with the project at this phase to oversee the construction of the building and manage revisions to the construction specifications. City staff and a project manager would work with the contractor and architect as a group to ensure the project is completed according to specifications, schedule and costs.

Many public projects have benefited from a trend in building aimed at reducing the time it takes to build a project by combining the design and construction phases into a single phase. This approach is called design-build, and will be carefully reviewed as part of the financial analysis of the pre-design study to see if it is beneficial to our project.

RECOMMENDATION

Staff recommends your Council select Bassetti Architects of Seattle to develop a pre-design study of a potential Civic Center project and authorize the City Manager to execute a contract not to exceed $ 90,714 (including allowable expenses for this work) and authorizing change orders up to 10% of the contract amount.