



AGENDA

SHORELINE CITY COUNCIL WORKSHOP DINNER MEETING

Monday, February 12, 2007
6:00 p.m.

Shoreline Conference Center
Highlander Room

TOPICS/GUESTS: King County Solid Waste; King County Councilmember Kathy Lambert

SHORELINE CITY COUNCIL BUSINESS MEETING (Revision 1)

Monday, February 12, 2007
7:30 p.m.

Shoreline Conference Center
Mt. Rainier Room

| | <u>Page</u> | <u>Estimated Time</u> |
|---|-------------|-----------------------|
| 1. CALL TO ORDER | | 7:30 |
| 2. FLAG SALUTE/ROLL CALL | | |
| 3. REPORT OF THE CITY MANAGER | | 7:35 |
| 4. REPORTS OF BOARDS AND COMMISSIONS | | |
| 5. GENERAL PUBLIC COMMENT | | 7:40 |
| <i>This is an opportunity for the public to address the Council on topics other than those listed on the agenda, and which are not of a quasi-judicial nature. The public may comment for up to three minutes; the Public Comment under Item 5 will be limited to a maximum period of 30 minutes. The public may also comment for up to three minutes on agenda items following each staff report. The total public comment period on each agenda item is limited to 20 minutes. In all cases, speakers are asked to come to the front of the room to have their comments recorded. Speakers should clearly state their name and city of residence.</i> | | |
| 6. APPROVAL OF THE AGENDA | | 8:00 |
| 7. CONSENT CALENDAR | | |
| (a) Minutes of Special Meeting of October 23, 2006 | <u>1</u> | |
| Minutes of Workshop Dinner Meeting of January 8, 2007 | <u>19</u> | |
| Minutes of Special Meeting of January 8, 2007 | <u>21</u> | |
| Minutes of Special Meeting of January 16, 2007 | <u>33</u> | |
| Minutes of Workshop Dinner Meeting of January 22, 2007 | <u>45</u> | |
| Minutes of Special Meeting of January 22, 2007 | <u>47</u> | |

- (b) Approval of expenses and payroll as of January 31, 2007 in the amount of \$1,981,446.84 61
- (c) Dayton Avenue N at N 175th Street Retaining Wall Project Construction Award 63
- (d) Ordinance No. 458 Modifying Term Limits for Parks Board Members 71
- (e) Motion to Authorize the City Manager to Execute a Contract Amendment for Project Management Services for the Shoreline Civic Center 75

8. ACTION ITEMS: OTHER ORDINANCES, RESOLUTIONS, AND MOTIONS

- (a) Resolution No. 255 adopting the Procedure for Council Appointments to Intergovernmental and Ad Hoc Council Boards and Committees as part of the Council Rules of Procedure 165 8:00
- (b) Approval of the Richmond Beach Saltwater Park Phase 1 Design Contract and Master Site Plan 81
- (c) Seashore Transportation Forum Agreement 133 8:20

10. ADJOURNMENT 9:30

The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 546-8919 in advance for more information. For TTY service, call 546-0457. For up-to-date information on future agendas, call 546-2190 or see the web page at www.cityofshoreline.com. Council meetings are shown on Comcast Cable Services Channel 21 Tuesdays at 12 noon and 8 p.m., and Wednesday through Sunday at 6 a.m., 12 noon and 8 p.m. Online Council meetings can also be viewed on the City's Web site at <http://cityofshoreline.com/cityhall/citycouncil/index.cfm>.

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF SPECIAL MEETING

Monday, October 23, 2006
6:30 p.m.

Shoreline Conference Center
Mt. Rainier Room

PRESENT: Mayor Ransom, Deputy Mayor Fimia, and Councilmembers Hansen, Gustafson, McGlashan, Ryu, and Way

ABSENT: none

1. CALL TO ORDER

The meeting was called to order at 6:35 p.m. by Mayor Ransom, who presided.

2. FLAG SALUTE/ROLL CALL

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

3. CITY MANAGER'S REPORT

Bob Olander, City Manager, reported on the following items:

- The Hamlin Haunt will be held on October 27th from 6:00 to 8:30 p.m.
- There was a Richmond Beach Saltwater Park Restoration Planning meeting on October 17th between City staff and students from the University of Washington Ecology Program. There will be a project to restore one acre of the park by conducting community stewardship, removal of invasive species, native plant installation, and erosion control.
- The next Parks Board meeting is October 26th at 7:00 p.m. in the Cascade Room at the Spartan Recreation Center.
- The Shoreline Chamber of Commerce Auction is on October 28th from 5:00 p.m. until 9:00 p.m. in the Edmonds Conference Center.
- The next regular Planning Commission will be held with the City Council on October 30th in the Spartan Room at 7:00 p.m.

He noted that the City has been having some problems telecasting the City Council meeting of October 16th over Channel 21. He said the problem is fixed and copies of the DVD of the meeting are available in the City Clerk's Office.

Councilmember Way attended the Water Resource Inventory Area-8 Forum Steering Committee meeting as the City Council alternate. She discussed funding strategies of the committee.

Councilmember Hansen attended the Suburban Cities Association of King County educational conference with representatives from the Puget Sound Regional Council, the Port of Seattle, the Economic Development Group, and the Prosperity Partnership. Three sessions addressed issues on housing the homeless, criminal justice, and green buildings.

Mayor Ransom added that the conference basically covered sustainability.

Councilmember Ryu asked if Councilmember Hansen went to the Shoreline Water District meeting. Councilmember Hansen reported that the Commissioners felt that they hadn't received a written offer on the property from the City. Mr. Olander responded that a written offer will be delivered to them tomorrow.

5. GENERAL PUBLIC COMMENT

(a) Bob Barta, Shoreline, appreciated the Council support of the Council of Neighborhoods (CON). He said the Highland Terrace Neighborhood Association has completed four transportation safety projects, and they are currently moving forward on two environmental projects. He also thanked the Public Works Department for their support. He said he wished more people understood Council's dedication to the City.

(b) Mary Fox, Shoreline, on behalf of Mary Jo and Dennis Heller, clarified that the recall petition was withdrawn because the attorney had a life-threatening illness and needed to withdraw his services. She said the issue of the recall remains unaddressed and can be reactivated at anytime.

(c) Gloria Bryce, Shoreline, said the Highland Terrace Neighborhood coordinated with the Public Works Department on a team-building project. She said the Public Works staff is amazing and they made it easy to get the public involved. She was impressed by their enthusiasm for the project as it spread to everyone. Public Works has planted the seed of community involvement with the Fremont Trail project and the neighborhood is looking forward to ongoing improvements. She thanked the Council for the mini-grant program.

Mr. Olander appreciated the comments of the speakers and said he would pass them on to the Public Works Department. He requested the agenda be reordered to discuss the budget workshop first until about 8:30 p.m.

There was Council consensus to revise the agenda and move Item 9(a) to Item 8(a).

6. APPROVAL OF THE AGENDA

Upon motion by Councilmember Hansen, seconded by Councilmember McGlashan and carried 7-0, the agenda was approved as amended.

7. CONSENT CALENDAR

Deputy Mayor Fimia moved to approve the Consent Calendar. Councilmember Gustafson seconded the motion, which carried 7-0, and the following items were approved:

Minutes of Study Session of September 5, 2006

Minutes of Workshop Dinner Meeting of October 9, 2006

Approval of expenses and payroll as of October 12, 2006 in the amount of \$2,075,751.76

Approval of Highland Terrace Neighborhood Association Mini-Grant in the amount of \$4,500

8. ACTION ITEMS: OTHER ORDINANCES, RESOLUTIONS AND MOTIONS

(a) 2007 Budget Workshop

Debbie Tarry, Finance Director, noted the major revisions to the budget and the current schedule. Ms. Tarry highlighted changes to the budget, including a 3.78% increase in employee compensation and benefits, and a 96% increase in the Washington State Public Employee Retirement System. Ms. Tarry highlighted that the City Council budget was 4% higher with some revisions in office supplies and compensation as discussed.

Mayor Ransom noted that more Councilmembers are participating in committees so the travel budget should have been increased. He added that he thought the travel line item was going to be increased for 2007.

Mr. Olander said there was staff discussion about adding \$2,000 to the Council's travel budget, raising the level to \$35,000, because the travel budget for the end of this year is almost depleted. He said there were some training sessions that Councilmembers wanted to attend this year but couldn't because there was no funding available. However, there is no recommendation to raise the travel budget for the Council.

Mayor Ransom noted that fuel costs and increased airfares have affected travel costs.

Deputy Mayor Fimia said she will propose an amendment to reduce Council travel costs.

Ms. Tarry discussed the City Manager's budget. She said there is a \$49,000 decrease because the Deputy City Manager position was eliminated and a new Management Analyst position was added, thus reducing personnel costs. She added that the professional services portion of the City Manager's budget was reduced by \$22,000.

The City Clerk budget, Ms. Tarry said, has increased \$15,868 and \$13,000 is related directly to the salaries and benefits cost increase and a \$1,000 increase in the Sister Cities line item, which is also included in the City Clerk budget.

Ms. Tarry outlined the Human Services budget and said it has increased \$4,801 partially based on a \$10,000 increase in the general fund towards competitive human service search funding.

She responded to an inquiry from Councilmember Hansen concerning the fact that the City hasn't expended the funds for the 2006 Youth Service Master Plan.

Councilmember Gustafson said he would like to bring the Youth Service Master Plan to the table for discussion at a future Council meeting.

Ms. Tarry also said staff anticipates utilizing about \$10,000 for a Housing Strategy.

Mr. Olander highlighted that this is a lean budget with little flexibility to expand or add new programs. He added that there have been cuts made from the pre-existing base budget in order to fit some of the mandated salary and benefit increases. At this point, City staff does not recommend any further cuts to the budget. If there are anymore cuts, actual services will be affected, he said. As usual, the City staff is looking for ways to increase efficiencies.

Ms. Tarry continued and stated that the City Attorney's office budget is \$27,742 more in 2007, however, they have reduced their budget by \$15,000 by reducing outside legal services.

Councilmember Hansen inquired if Council defense costs are included in the City Attorney's budget.

Ms. Tarry said if there are unexpected costs there may be a need to increase the allocation, but she felt there is an adequate amount to cover these costs.

Mr. Olander added that things come up and there are some contingency funds, which have been reduced from last year, in the City Attorney and City Manager's budget.

Ms. Tarry noted that the Finance budget for 2007 is \$165,302 less than 2006. She said there is a reduction of \$191,000 of one-time expenditures in 2006 which didn't get carried over to 2007. She noted increases in telephone service costs and the liability insurance assessment done for WCIA.

Councilmember Way inquired about the City staff having cellular phones and "extra add-ons".

DRAFT

Ms. Tarry said the telephone budget includes the landlines on the desks at City Hall and a number of people who have cellular phones and blackberrys. She highlighted that everyone gets a statement each month and reimburses the City for any personal calls.

Councilmember Hansen asked for an explanation on why the liability insurance assessment has increased.

Ms. Tarry responded that the rate is determined by the last five years of data that the WCIA has received from the City. The data consists of our increased number of worker hours and actual results. Although our overall loss rate did improve for this assessment, so did the rate of the pool. However, our rate didn't improve as much as the pool rate so there is still the need to fund future possible losses.

Ms. Tarry continued her presentation and discussed the Human Resources budget. She said the salary and benefits increase has also reflected in this budget. She also added that there is a \$2,750 addition as part of the employee recognition program.

Ms. Tarry discussed the Customer Response Team (CRT) budget and stated that, just as it is in other departments, salaries and benefits makes up for most of the budget increases. She responded to an inquiry from Councilmember Way and stated there were five personnel in the CRT Department. Additionally, she noted that 69% of the CRT time was allocated to code enforcement.

She then presented the \$8.5 million dollar Police Department budget which is comprised of 48 contracted FTEs and one City employee.

Captain Daniel Pingrey highlighted that 45% of the police budget is allocated to public safety patrolling, 19% to police support services, 9% to Administration, and 8% to traffic enforcement.

Mayor Ransom recalled that there were more officers in the past and asked for an explanation.

Captain Pingrey responded that there were about 45 or 46 and the administrative sergeant and one traffic enforcement officer, however, there have been shifts from other areas. He added that the staff fluctuates between having one to three positions down every year.

Mr. Olander summarized that the police department is lean, but because of the unique programs such as having a dedicated traffic unit and community storefronts the department has been successful.

Councilmember Gustafson asked about the school resource officer (SRO) support to the Shoreline School District (SSD).

Captain Pingrey stated that SSD was unable to support the SRO program. Thus, the SROs at the elementary and middle school program were eliminated. The City recognized the need and is contributing \$30,000 to the program in 2007.

Mr. Olander also added that regular patrol officers will visit the middle schools as time allows.

Councilmember Way asked if the SRO program is provided for private schools. She also inquired what entity pays for hard equipment costs such as, vehicles, maintenance, and equipment.

Captain Pingrey said there is no SRO time provided for private schools. He added that they only provide disaster and emergency management planning. He responded that all the funding for miscellaneous equipment is a part of the contract with the City and the King County Sheriffs Department auditors reviews all of it.

Ms. Tarry added that the City augments the officers with cell phones and training in order to assist them in getting their jobs done.

Councilmember Way asked about the asset seizure item listed in the presentation.

Captain Pingrey noted that those are funds which are derived from drug activity that are to be utilized for equipment and training to address community drug concerns.

Councilmember Way questioned if the police department budget fluctuates based on the number of incidents that take place in Shoreline.

Captain Pingrey replied that everything that happens in the City affects the police budget. He said they use a three-year rolling average to calculate costs.

Deputy Mayor Fimia asked why on page 173 there is an 11% increase in administrative costs.

Ms. Tarry replied that there are two factors. The first is the salary and benefit increases and the second is the change in contract costs from 2006. Additionally, there is a grant that ran out in 2006 and the City is assuming the costs of the wireless program in 2007.

Deputy Mayor Fimia also asked about the Teen Recreation services coming from police overtime. She asked why there aren't additional officers hired instead of paying overtime.

Ms. Tarry stated that one FTE for a regular officer is \$136,000 per year. She said this service is provided primarily on Friday and Saturday nights. She explained that \$36,000 comes out of the police department and the rest comes out of the Parks budget.

Deputy Mayor Fimia agreed with Councilmember Gustafson but believed the City should invest in having the SRO work the Teen Recreation program or ask for cuts in travel, food, and memberships from all City departments. The schools are an extension of the City, she added. She said she is stunned that King County wants a 5.5% increase for their services. She asked if the City has any leverage with the County on this contract.

Mr. Olander said there is some leverage as the City is a member of the group of contracting cities that goes into negotiations with the County for these services. He highlighted that King County institutionally has high costs, to include those for labor, benefits, and everything. Given that, he stated he felt the contract was fair.

Ms. Tarry reminded the Council that most of these added costs are related to standard industry increases in salaries, benefits, fuel, and vehicles.

Deputy Mayor Fimia commented that she personally has worked on eight King County budgets. She said the departments in the City work very hard and when personnel meet with other cities in different committees some of this budget analysis should be done to determine what charges are fair and which are not. The cities need to get together as a group and research these charges from King County.

Captain Pingrey said this has been reviewed by an outside agency and it has been found to be cost effective. He noted that each year there has only been a 3% increase per year.

Mr. Olander added that in the past there have been attempts by the County to add overhead in the Sheriffs Office and the City has successfully resisted that. He discussed the Teen Recreation program and stated that having regular officers there on an overtime basis gives more flexibility instead of scheduling officers to be there.

Deputy Mayor Fimia responded that she wouldn't be in favor of hiring officers just for the Teen Recreation program, but in combination with the SRO program it might make sense.

Ms. Tarry pointed out that if the City adds another FTE officer there would be costs involved with another vehicle and all the equipment that officer would utilize.

Deputy Mayor Fimia also added that she is interested in adding an additional street crimes officer to the police department.

Councilmember Hansen explained how the King County Sheriff's contract came about. He said Shoreline negotiated the basic tenets and terms of this contract.

Mayor Ransom agreed and said he was a part of the group who negotiated the original contract. He noted that Federal Way dropped out of negotiations and Shoreline had to take a different approach. He inquired if the police in Shoreline have their own investigations unit.

Captain Pingrey replied that it means there is an investigations unit that handles crime analysis, and most of that work is done by the unit here in Shoreline.

Referring to page 187 of the packet, Mayor Ransom asked why there is a \$167,000 drop in the funding for traffic safety, but the workload is the same as the previous year.

Ms. Tarry stated that the traffic services and neighborhood safety program is a shared program between public works and the police department. There are some funds that have been carried over from 2005 are reflected in the 2006 budget numbers. There aren't any funds that will be carried over from 2006 to 2007 so the amount appears to be reduced. She continued her presentation and stated that the Criminal Justice budget is made up of jail and public defense. The budget amount in 2006 was \$1.2 million for 2006 and the proposed budget is \$1.25 million for 2007.

Mr. Olander highlighted that Suburban Cities concluded that long-term jail facilities should be in King County because Yakima is only a temporary jail solution.

Mayor Ransom mentioned that Lynnwood should be considered as a place for misdemeanants because they have offered in the past. He asked that the City Manager determine if Lynnwood would be a good solution.

Mr. Olander said they are looking at all existing facilities because there are challenges in utilizing Yakima. He added that Pierce County doesn't utilize Yakima County for jail services.

Councilmember McGlashan asked if new facilities meant higher costs to the cities that are in the contract with Yakima County. Mr. Olander replied that it depends on the type of facility. He added that minimum security and day reporting facilities are cheaper to operate.

Mayor Ransom asked about the mentally ill and substance abusers. He wondered if anyone was discussing opening a mental health treatment facility. Mr. Olander said there wasn't much discussion on doing that.

Ms. Tarry stated that she attended a summit which discussed trying to pursue a strategy between mental health professionals to bridge the gaps between the mental health industry, law enforcement, and the judicial system.

Councilmember McGlashan inquired how the Council could influence sentencing. Mr. Olander responded that they could work with the prosecutor to recommend home detention and some pilot programs to include day reporting like the City of Seattle is doing. However, the sentence has to fit the individual circumstance.

Deputy Mayor Fimia inquired if King County closed sections of the Regional Justice Facility in Kent. Ms. Tarry responded in the affirmative, but she is unsure how many are closed.

Mr. Olander added that King County has some jail capacity, but the City will pay a higher price to utilize them.

Deputy Mayor Fimia said the North Rehabilitation Facility program was for low risk offenders and it cost about \$50 per day. She said there needs to be an in-house treatment facility in the future. She also suggested that the Council address some of these issues when they are lobbying the legislature at the next session. Mr. Olander concurred.

Councilmember Way said that anything the Council can do to work toward more preventative measures would be good, especially with the youth.

Councilmember Ryu agreed and said that the police department makes up over 30% of the general fund and criminal justice takes up 4%, which equals over 1/3 of the general fund in 2007.

Mr. Olander highlighted that criminals don't pay attention to city boundaries, therefore this issue needs to be addressed regionally.

Councilmember Gustafson noted that a youth master plan has reduced crime in other cities through prevention and education.

RECESS

At 8:23 p.m., Mayor Ransom called for a five minute recess. At 8:27 p.m., the meeting reconvened.

- (b) Ordinance No. 442, approving a Site Specific Rezone located at 17503 10th Avenue NE

Joe Tovar, Planning and Development Services Director, briefly explained the rezone request and introduced Steve Szafran, Planner, to review the proposal.

Mr. Szafran presented the rezone proposal, which is to change the site from R-8 (eight dwelling units per acre) to Office. This proposal was approved by the Planning Commission and is consistent with the City's Comprehensive Plan designation.

Councilmember Hansen moved to adopt Ordinance No. 442, approving a Site Specific Rezone located at 17503 10th Avenue NE. Deputy Mayor Fimia seconded the motion.

Councilmember McGlashan inquired where the backyard of the parcel was and if it could be developed for parking. Mr. Szafran replied that the applicant could utilize the rear of the property for parking with the appropriate permits.

Councilmember Gustafson asked if the Planning Commission had any issues with this rezone. Mr. Szafran responded that the rezone passed unanimously without any issues discussed.

Deputy Mayor Fimia confirmed that there would be .92 peak hour trips and asked what level of zoning that represented. Mr. Szafran replied that the single family would be 1.01 during peak hours.

Councilmember Way mentioned that that street has high traffic volume already. She said there are pedestrian considerations and asked how this would impact future developments. Mr. Szafran didn't think there would be a problem with adding a sidewalk or any other future improvements to this area. He said there is adequate right-of-way and a change in use won't trigger frontage improvements.

Councilmember Ryu noted that there is a five-page summary of the neighborhood meeting concerning this rezone. She inquired if the level of detail in the report back to the Council is required in every case. Mr. Szafran replied that this is an exceptional case and it was done this way intentionally.

Councilmember Ryu noted that the immediate neighbors seemed to approve the rezone as long as there is adequate parking.

Mayor Ransom asked if there was an adult group home on the opposite corner from this property. He said some of them testified against this rezone. Mr. Szafran responded that they are not immediate neighbors of this property.

A vote was taken on the motion to adopt Ordinance No. 442, approving a Site Specific Rezone located at 17503 10th Avenue NE, which carried 7-0.

(c) Ordinance No. 439, adopting proposed amendments to the Development Code

Mr. Tovar noted that the proposed amendments were initiated to make the code clear and consistent. He noted that the references to cottage housing need to be removed from the Code and the proper amendments will be brought back to the Council when the public process is completed.

Mr. Szafran discussed the Code amendments and noted that the Planning Commission voted unanimously to approve them.

Councilmember Way suggested that the City staff review the clearing and grading permit threshold for those that are given automatically. She added that 50 cubic yards is a large amount of dirt. She is concerned about how much work is going on in neighborhoods without the City's knowledge. She advised caution and asked City staff to come up with a proposal to lower the threshold for clearing and grading permits and SEPA review.

Mr. Tovar responded that no code changes could be done at this time. He said some could be done administratively; otherwise, he would draft the code amendments for Council approval.

Councilmember Hansen noted that he didn't want to see a reduction in the 50 cubic yard limit.

Councilmember Ryu was interested in lowering the threshold to 10 or 20 cubic yards. She said some neighbors reported that people were moving dirt, but they were told by City staff that they couldn't do anything about it.

Mr. Olander advised against adding more regulations. He stated that he would like to get more direction from the Council on this matter.

Councilmember McGlashan discussed page 34, amendment #6, concerning residential driveways going up to the property line.

Councilmember Gustafson said he is ready to vote and believed there are some other issues that need to be identified.

Deputy Mayor Fimia said to be consistent with the Council's "three reading" policy, the Council should talk about this tonight and put it on the consent agenda next week. She suggested that City staff do an amendment to the report to reflect that cottage housing is going to come back to the Council for elimination from the code.

Mayor Ransom said there are complaints about amendment #2, pre-application meetings. He said the testimony of the pre-application meetings is not being accurately recorded, and they have changed the times of the meetings without notifying the public. He said there must be a City staff person at these meetings to ensure they are run properly.

Mr. Tovar responded that he can bring a report back to Council regarding this issue. He commented that the Mayor is referring to the neighborhood meetings, not pre-application meetings. He clarified that pre-application meetings take place at City Hall between the applicant and City staff.

Mayor Ransom opposed amendment #6 concerning utilizing the setbacks and turning them into a driveway for the house(s) behind a house. He felt setbacks should be required. Mr. Szafran responded that what normally occurs is a property owner has a huge lot but doesn't want to tear down their existing house, so they utilize the setback to have access to an additional house they build on the lot.

Mr. Tovar noted that the applicant would be inflicting the issue on their own property.

Mayor Ransom called for public comment. No public comment was given.

DRAFT

Councilmember Way questioned the flexibility in the current code and whether or not there are variances in this section concerning setbacks. Mr. Szafran responded that the Code does have some flexibility, but not much.

Mr. Tovar added that the solution may be to obtain an agreement from the adjacent property owner.

Deputy Mayor Fimia noted that this affects the housing stock in Shoreline and growth management goals. She asked the Council to pull this item for discussion at a later date.

Councilmember Way stated that an adjacent owner's property could be impacted.

Deputy Mayor Fimia asked why this was placed on the agenda. Mr. Tovar said it occurs when a property owner is trying to not have two setbacks on their own property lines.

Councilmember McGlashan agreed with Councilmember Way's comments and said the City doesn't want neighbors fighting and given veto power over projects. Councilmember Way concurred, but stated a settlement between the two parties may be a positive way to solve the problem.

Mr. Olander summarized that the City staff would bring the item back to Council on the Consent Agenda.

- (d) Motion to Authorize the City Manager to Increase Contract Contingency Spending Authorization for the Aurora Avenue Multimodal Corridor Project (N. 145th Street – N. 165th Street) and the Interurban Trail Pedestrian and Bicycle Crossing Project

Paul Haines, Public Works Director, presented this item and stated he is excited that Phase I is nearing completion. The project budget based on the adopted Capital Improvement Projects (CIP) document is \$39.3 million and action is needed from the Council to ensure the project is completed by January. He projected by the end of October the project will be 89% complete. The contractor has asked for a two week extension and that request hasn't been reviewed yet. He noted that this is a single contract with five projects; three of them are utility-related. As part of the Council approved contingency funding, 4% was for the City and 1.9% was for the utility portion. This funding, he said, was very conservative for a project this size. He highlighted that page 28 outlines all of the changes in quantities and prices concerning the project. Based on these changes, he anticipates a 12% composite contingency with 8% going to the City and a 29% contingency on the utilities, which is fully reimbursable.

Councilmember Gustafson moved to authorize the City Manager to increase contract contingency spending authorization for the Aurora Avenue Multimodal Corridor Project (N. 145th Street – N. 165th Street) and the Interurban Trail Pedestrian and Bicycle Crossing Project. Councilmember McGlashan seconded the motion.

DRAFT

Mr. Olander noted that he is monitoring this closely with Public Works to ensure all change order items are justified. He felt that this is within the projected contingency for a project of this size and is comfortable in recommending approval.

Mr. Haines pointed out that the City needs an additional \$1 million in contract spending authority to complete the project. This amount is close to the existing CIP budget. He pointed out that the contingency funds for Seattle Public Utilities, Puget Sound Energy, and Seattle City Light will be fully reimbursed to the City.

Councilmember Ryu said the Shoreline Merchants Association and others said the first mile of the Aurora Corridor Project would cost much more than what was presented by the City. Their statements were dismissed back then, but now it has come true. Whether the funds come from a federal, state or local source, the taxpayers are paying for this project. They are also paying through their utility fees and taxes. She said the City portion of all contingency funds adds up to \$2.9 million with this request being for an additional \$1 million. She asked for clarification that the \$2.9 million has been spent. Mr. Haines said it the \$2.9 million has not been spent. Councilmember Ryu reviewed the funding information on page 28 of the packet.

Mr. Olander added that SPU has not spent any funds in Shoreline. This funding will raise the total contingency for this project to 12%, which is very nominal based on the size of this project.

Councilmember Ryu inquired what the estimated cost of second and third mile of the Aurora Project. Mayor Ransom responded that the estimated cost is \$78 million, with \$39 million of the cost currently funded.

Councilmember Ryu requested verification that City staff is suggesting transferring \$1 million in future grants from Phase II to Phase I. Mr. Haines responded that the City staff is looking for grant money beyond what is needed to complete the entire project; staff doesn't feel this will jeopardize Phase II funding at all.

Councilmember Ryu said the cost of this project is "creeping up" and Phase I was supposed to be the "easy" mile. She expressed concern because the second and third mile are more complicated and will likely cost more.

Councilmember Gustafson pointed out that some Councilmembers have delayed this project, which has driven the costs up by \$7 to \$10 million.

Councilmember Hansen called for the question. Councilmember Gustafson seconded the motion, which failed 3-4, with Councilmembers Gustafson, Hansen, and McGlashan voting in the affirmative.

Deputy Mayor Fimia highlighted that this was supposed to be two separate projects so that is why there is some disagreement about transferring money from Phase II to Phase I.

DRAFT

She also believed the 5.9% contingency was not realistic. She questioned the 29% contingency and page 27 of the packet. Mr. Haines said he is utilizing a different approach to describe this section. He said if you dissect the 12% the cost of the utilities work has increased by 29%.

Deputy Mayor Fimia noted that the bridge add-ons were a little over \$1 million. She said this is tough because the project is still ongoing. She felt the contingency in Phase II needs to be higher and the scope needs to be smaller.

Mr. Olander asked the Council to focus on this particular issue, as there are specific construction issues that must be addressed. Certain issues are driving higher costs that were not addressed in the beginning such as soils, sidewalk elements, signage for traffic flow, striping, cement costs, extra flaggers, etc.

MEETING EXTENSION

At 9:56 p.m., Councilmember Hansen moved to extend the meeting until 12:00 a.m. Councilmember McGlashan seconded the motion, which carried 4 – 3, with Deputy Mayor Fimia and Councilmembers Ryu, and Way dissenting.

Mr. Olander felt the Public Works department was doing the responsible thing. These, he restated, are reasonable expenditures that are within the normal contingency of a project of this size.

Councilmember Way commented that the Council has oversight and needs to take a little time with this. She questioned if the contingency was budgeted. Mr. Haines responded that the \$119,000 needs to come back to Council for 2007 as part of the CIP budget. It is a 2006 adjustment so City staff will bring back an amendment for the 2007 budget.

Councilmember Way said there are limits to what the City can fund. Change orders happen, she commented, but there are other things that need to be funded such as human services.

Mr. Olander responded that the CIP was put together mostly with outside grants and can't be utilized for operations. He noted that revenue sources are earmarked for transportation projects. The City, he highlighted, has competed successfully for grants and has received high marks in receiving funds nationally and locally. If the City of Shoreline doesn't receive these funds, another City will.

Councilmember Hansen added that at the Puget Sound Regional Council (PSRC) the City of Shoreline has a \$6 million grant that is at the cutoff. The grant is likely to be funded as soon as someone drops from the priority list.

Councilmember Way was concerned that the contractor was possibly given overly optimistic information from the beginning.

Councilmember McGlashan pointed out that the \$39 million isn't just for the Aurora Project; there are four or five different projects here. He asked how much the work on Aurora, excluding the bridges, would have cost the City. Mr. Haines responded that it would have been approximately \$15 million.

Councilmember McGlashan asked approximately how much the City would have had to fund. Mr. Haines said the City would have had to pay about 13% of that amount.

Councilmember McGlashan felt the City will be worth more in the long run and this brings more money into the City. He wanted to see "his money come home." He highlighted that the \$40 million is for five different projects, and supported the item. He concluded that he thinks Aurora is looking 100% better than it used to.

Mayor Ransom stated there is no way for the City to get around paying for this. He said he questioned Merlino Construction's contingencies, but said he didn't think they were double-charging. He felt the City should go ahead and make the payment and face the fact that there will be a shortage of \$119,000. He pointed out that other project contingencies have been a lot higher than the overall contingency of 15%. He concluded that he is voting in favor of the item.

Deputy Mayor Fimia noted that the cost of just the Aurora Corridor Project is \$28 million. She said the City could have been working on all three miles instead of a mile at a time.

Councilmember Hansen agreed with the Mayor. He commented that either the Council can grant the authority to the City Manager or face a lawsuit, where Merlino Construction will collect it through the legal system.

Councilmember Ryu was concerned that the same City staff and consultants that planned and worked on the first mile of the Aurora Project will more than likely be the same people who work on the rest of the project. She stated she is abstaining from the vote because she is a property owner on the first mile.

Mr. Olander stated that the contractor is not being unfair and these things are normal in contracts. He said City staff is trying to keep costs and the time schedule under control. He summarized that there are no other alternatives, adding that City staff and the contractor are doing a good job.

Mr. Haines said that staff has gone the extra mile many times and it is frustrating that Council feels like we are not doing a good job. He said he is pleased with his staff.

Councilmember Way said nobody on the Council claimed City staff hasn't worked hard. She added that the Council appreciates their work. She said the vote was made on the merits of the issue and had nothing to do with the accomplishments of the City staff.

Councilmember Gustafson called for the question. Councilmember McGlashan seconded the motion, which failed 4-3, with Deputy Mayor Fimia, Councilmember Way, and Councilmember Ryu dissenting (a 2/3 vote is required for passage).

A vote was taken on the motion to authorize the City Manager to increase contract contingency spending authorization for the Aurora Avenue Multimodal Corridor Project (N. 145th Street – N. 165th Street) and the Interurban Trail Pedestrian and Bicycle Crossing Project, which carried 4-3-0, with Deputy Mayor Fimia and Councilmember Way dissenting and Councilmember Ryu abstaining.

- (e) Ordinance No. 441 creating Section 5.05 of the SMC regarding business licenses and Ordinance No. 444 creating Section 3.01.080 of the SMC establishing a fee for business licenses

Debbie Tarry, Finance Director, discussed the proposed implementation of a business licensing program. She highlighted the goals of a business licensing program, which include: 1) Providing a master list of businesses and types of businesses that conduct business within Shoreline; 2) providing information for economic development needs; 3) providing the City with a record of the owners and other contact information for businesses; 4) listing of businesses to reconcile against sales tax records; 5) ensuring compliance (i.e., zoning, fire and life safety, etc.). She highlighted that over 180 cities in Washington have a business license program. Additionally, Council consensus was to pursue a business license program partnership with Washington State Department of Licensing - Master Licensing Services (MLS) to implement a regulatory business license program. Currently, the City is working with MLS staff and the Department of Revenue to get accurate business listings to initiate the program. She highlighted that the Economic Development Task Force recommended implementation of a City Business License Program. She explained the proposed license program as well as the categories of businesses that would be exempt from the license. Ms. Tarry stated that the licenses are not transferable and expire in conjunction with the State business licenses. She said that in the case of a business license denial, the owner can appeal the decision to the hearing examiner. She added that the Shoreline Chamber of Commerce supported this item with some revisions.

Deputy Mayor Fimia moved to adopt Ordinance No. 441 creating Section 5.05 of the Shoreline Municipal Code (SMC) regarding business licenses and to adopt Ordinance No. 444 creating Section 3.01.080 of the SMC establishing a fee for business licenses. Councilmember Ryu seconded the motion.

Councilmember Ryu moved to add Section 5.05.070 (F) Businesses with gross income of less than \$6,000 per year. Deputy Mayor Fimia seconded the motion.

Councilmember McGlashan said the amendment comes directly from the Board of the Chamber of Commerce and he doesn't agree with a board making City policy. Therefore, he doesn't support the amendment.

DRAFT

Deputy Mayor Fimia inquired if the City is allowed to have more than one fee exemption. Ms. Tarry responded that there is only one class that is exempt from the fee.

Deputy Mayor Fimia pointed out that the last time the Council addressed this there was discussion about businesses with low incomes.

Mayor Ransom added that the Council proposed a \$12,000 exemption, but businesses said it should be lower. He concurred that the Chamber said it should be \$6,000, and Shoreline businesses also seem to agree that \$6,000 is appropriate.

Councilmember Ryu agreed with Mayor Ransom and said the \$6,000 exemption was discussed for home businesses that are earning less. She said the Chamber also recommended that the registration fee be \$50.00 per year and to use the collected funds for two purposes only, not as a revenue-generating program.

Councilmember Hansen inquired what the regulations would be concerning non-profit organizations. Ms. Tarry responded that non-profits would register, however they would not be required to pay a fee. All non-profits that are doing something for economic gain would be required to register.

Ian Sievers, City Attorney, pointed out that the introductory language states "If conducting business within the City," so it is very definition-dependent. He added there are some non-profits that aren't doing business. He also said all solicitors would require a business license.

Deputy Mayor Fimia stated that she wasn't committed to the \$6,000 level and it could be amended to something higher than that.

Councilmember Gustafson felt an exemption level of \$12,000 was reasonable.

Councilmember Ryu said if the exemption level is too high there will be many businesses who will not register. The goal of the business license is to "capture" all the businesses in Shoreline that exist. Setting an exemption level of \$12,000 means many of them will not register.

A vote was taken on the motion to add Section 5.05.070 (F), Businesses with gross income of less than \$6,000 per year, which carried 4-3, with Councilmembers Gustafson, Hansen, and McGlashan dissenting.

Councilmember Ryu clarified what the process would be to have non-profits pay a business licensing fee. She also asked if the legislation referred to 501c3 organizations only. Ms. Tarry replied that the legislation would be applied to all non-profit organizations.

Councilmember Ryu asked if the cost to register non-profits would financially affect the City.

DRAFT

Ms. Tarry answered that since they have to register with the state, it shouldn't affect the City's budget. Initially, she said the notices would be mailed to all of the businesses, including non-profit organizations.

Councilmember Way stated she didn't support the legislation because businesses shouldn't have to register with the City.

Councilmember McGlashan inquired if this would require additional staff. Ms. Tarry responded it would require an additional person in the City Clerk's Office.

Councilmember McGlashan asked about the possibility of a person paying the state fee and not their City business license fee. Ms. Tarry responded that it would be up to the City to pursue any delinquent City fees.

Councilmember McGlashan was opposed to this proposal. He commented that businesses see business licensing as a tax. He also wasn't in favor of hiring new staff. Additionally, businesses without a physical location can't be monitored and he didn't believe the end result would provide the information the City wants.

Councilmember Gustafson concurred. He felt this just creates more work to do at a later date. He said at this time there is too much going on in the City to implement this. He announced he was voting against this item.

Deputy Mayor Fimia moved to table this item. Councilmember Ryu seconded the motion, which carried 4-3, with Councilmembers Gustafson, Hansen, and McGlashan dissenting.

9. ADJOURNMENT

At 10:55 p.m., Mayor Ransom declared the meeting adjourned.

Scott Passey, CMC
City Clerk

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF WORKSHOP DINNER MEETING

Monday, January 8, 2007
6:00 p.m.

Shoreline Conference Center
Highlander Room

PRESENT: Mayor Ransom, Deputy Mayor Fimia, and Councilmembers Gustafson, Hansen, McGlashan, Ryu, and Way

ABSENT: none

STAFF: Bob Olander, City Manager; Julie Modrzejewski, Assistant City Manager; Joyce Nichols, Communications and Intergovernmental Relations Director

Mayor Ransom called the meeting to order at 6:30 p.m.

Mr. Olander shared information from last week's King County City Manager's meeting where cities discussed lessons learned from the December wind storm. He said Puget Sound Energy (PSE) was especially hard hit because it lost so many of its large transmission towers and had to fix those to be able to begin restoring power to neighborhoods. He identified communication with customers of the electric utilities as an area that both PSE and Seattle City Light (SCL) need to improve. People were frustrated by not knowing when power was likely to be restored.

Next, Mr. Olander reviewed the set-up and operation of the City's Emergency Operations Center (EOC). He said many things went well; and but we have several areas to work on for next time. One area was in centralizing dispatch for service calls so police, fire, and CRT calls do not receive multiple responses. Another area was the need for additional generators for back-up power. Staff will be working on those issues as the debriefing process continues. Mr. Olander also described our "storm watch" procedures in the event we have inclement weather this week.

On another topic, Ms. Modrzejewski discussed the plans for the City Council retreat scheduled for April. She asked Council for its thoughts on issues to consider. Mr. Olander suggested that Council not set new goals in April because we have just begun work on the 2007-08 work plan and goals. He said there were other issues for the retreat that would be valuable, including discussions with staff and reviewing progress on other Council priorities.

Councilmember Way suggested that one day would probably be sufficient since we won't be revising the whole work plan.

Ms. Modrzejewski said the dates under consideration are April 20-21 and April 27-28.

Councilmember Ryu noted she's out of town April 27-28. She suggested using a facility in Shoreline, possibly the Shoreline Conference Center.

Mr. Olander suggested reserving a day and a half and seeing if it can be completed in one day.

Councilmember Gustafson suggested the Spartan Recreation Center as the meeting location.

Ms. Modrzejewski asked if the Council has a preference on a facilitator; Michael Pendleton is available for the January 29 retreat, but she asked if Councilmembers had a preference for April.

Councilmember Way suggested Susan Howlett, who has provided consultant services in the areas of grant training and board development.

Deputy Mayor Fimia suggested there be an agreement prior to the retreat on what outcomes the Councilmembers wanted, and an agreement on leaving the 2007-08 goals as-is. She suggested a facilitator work ahead of time on some issues, such as building trust, that would make for a better retreat and outcome.

There was also discussion regarding the January 29 retreat schedule and there was Council consensus to meet from 12 p.m. to 8 p.m. at Spartan Recreation Center, if possible.

Mayor Ransom declared the meeting adjourned at 7:25 p.m.

Joyce Nichols, Communications and Intergovernmental Relations Director

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF SPECIAL MEETING

Monday, January 8, 2007 - 7:30 PM
Shoreline Conference Center
Mt. Rainier Room

PRESENT : Mayor Ransom, Deputy Mayor Fimia, Councilmember Gustafson, Councilmember Hansen, Councilmember McGlashan, Councilmember Ryu, and Councilmember Way.

ABSENT: None.

1. CALL TO ORDER

At 7:35 p.m., the meeting was called to order by Mayor Ransom, who presided.

2. FLAG SALUTE/ROLL CALL

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

(a) Proclamation of Martin Luther King Jr. Day

Mayor Ransom read the proclamation declaring January 15, 2007 as Martin Luther King Jr. Day in the City of Shoreline. Rob Beem, Human Services Manager, and Sigrid Batara, Teen Program Coordinator, introduced several students from Shorewood and Shorecrest High Schools, who accepted the proclamation and spoke of the positive impact of Dr. King's legacy.

Councilmembers thanked the students for their speeches and for practicing the principles that Dr. King espoused.

(b) Mayor's State of the City Address

Mayor Ransom delivered the State of the City address, emphasizing the City's past accomplishments, current projects, and future opportunities. He outlined the City's major goals, objectives and values that have shaped the City's development over the past

ten years. He noted that as a new city, we concentrated on repairing aging infrastructure and building for future growth while creating a fiscally sound organization, setting aside money for future capital projects and much-needed improvements. Since 2001, the City has invested \$19.8 million of general purpose revenues to improve transportation and park systems along with \$9.9 million for street operations. The City has also been able to set-aside money to establish general reserves to address unexpected emergencies. He emphasized the value of community involvement and expressed appreciation for the level of public participation shown by Shoreline residents.

He commented on the \$18.795 million Park Bond levy approved by a 70% vote of Shoreline residents. These bonds will pay for 25 acres of open space, a variety of park improvements and trails throughout the City. In December, the City Council ratified the purchase agreement for the South Woods property. In addition, the City purchased two properties totaling nearly three acres on the corner of N. 175th Street and Midvale Avenue N., the site of the future City Hall.

He commented on the progress of capital projects, including completion of the North City Project. Sidewalks, street lights, underground utilities, benches and new signal poles now line 15th Avenue NE as part of the commercial district and neighborhood transformation. In just a few months, Shoreline's first mile of the Aurora Corridor Project will be complete with new business access/transit lanes, sidewalks, underground utilities, improved lighting, u-turn pockets, and landscaped medians.

He reported that the environmental process for the next two miles of Aurora is now under way, and the Aurora and N. 155th Street Bridges for the Interurban Trail are also on schedule for completion early this year. When these bridges and the central section of the trail are complete, the vision of a linked trail system through Shoreline will be a reality.

Mayor Ransom described the many capital projects that have improved the quality of life for Shoreline residents, including roads, street lights, installation of sidewalks near schools, signage upgrades, and traffic calming on residential streets. The City also completed drainage projects to protect residents from flooding. November of last year brought some of the wettest weather on record, but the City's Public Works Department had no reports of major flooding or property damage. Mayor Ransom concluded his address by stating that the City will continue to focus on the goals set by the City Council and the community to improve safety, infrastructure and the quality of life in Shoreline.

3. CITY MANAGER'S REPORT AND FUTURE AGENDAS

Bob Olander, City Manager, provided updates and reports on various City activities and events. He introduced Trisha Junke, a new capital projects manager for the City. He also reported on the City's response to the recent wind storms and plans to explore improvements in emergency preparedness. He noted that free debris recycling is available at the Snohomish County Transfer Station in Mountlake Terrace this month. Next, he asked Scott Passey, City Clerk, to explain the availability of online Council

meetings.

Mr. Passey explained that Council meetings can now be viewed from the City's website. A link provided on the City's home page will take viewers to the Archived Media page, which includes a list of past Council meetings. Viewers can choose to watch the entire meeting or selected portions by clicking on the appropriate agenda items.

Mr. Olander provided details on the investigation of the recent homicide in the Ridgecrest neighborhood. Detectives arrested a suspect, and Shoreline police officer Dahlia Corona played a key role in the arrest. Mr. Olander reported on the December 12 Comprehensive Housing Strategy Citizen Advisory Committee meeting and on a project undertaken by volunteers at Ronald Bog on December 9. He noted that the comment period for the Aurora Corridor Phase 2 environmental scoping has been extended to January 16, and City Hall will be closed January 15 in observance of Martin Luther King Jr. Day. The next City Council meeting will be held Tuesday, January 16.

4. REPORTS OF BOARDS AND COMMISSIONS

There were no scheduled reports of boards or commissions. Mayor Ransom explained that there are three standing committees in the City: the Library Board, the Parks, Recreation and Cultural Services Board, and the Planning Commission. There are also a number of ad hoc and regional committees that Councilmembers serve on within the context of the National League of Cities and Suburban Cities Association.

5. GENERAL PUBLIC COMMENT

(a) Vance McElmurray, Shoreline, disagreed with a public comment made at last week's meeting that the City should try to increase its revenues. He said residents want Shoreline to be a comfortable, safe place to live, but increased revenues should not be the motivating factor. He noted that the City spent more than half of the General Fund on capital improvements.

(b) Fred Clingan, Shoreline, urged the Council to recind the budget for surface water management fund fees. He said this budget amendment diverts \$20,000 from surface water projects to special interest projects, and this will be considered an entitlement. He noted that there is still flooding occurring in "Happy Valley," but the problem originates elsewhere. He asked that the surface water improvements deleted from the Pantera Pond project be added back. Responding to Council questions, he explained that the flooding in Happy Valley is due to capacity problems at the intersection of N. 183rd Street and Dayton Place N.

(c) Joseph and Melissa, Irons, Shoreline, urged the Council to identify what can be done to address the increased traffic volumes on Ashworth Avenue N. They commented on the daily traffic volumes, which have been consistently high for many years. Although

they have enrolled in the City's Neighborhood Traffic Safety Program (NTSP), they object to the NTSP classification of Ashworth Avenue as a neighborhood collector arterial because it is exclusively a residential street.

(d) George Mauer, Shoreline, requested that the City Council and City Manager state the City's policy and procedures regarding eminent domain. On another topic, he said the City Manager and Council must strengthen Shoreline's role with regard to Fircrest, because Fircrest residents are also residents of Shoreline. He pointed out that Fircrest has an impact on the local economy and surrounding neighborhoods. He urged the City to act early and substantially in its legitimate role, particularly because the State and DSHS have a history of abusing the interests of local communities.

Mr. Olander responded to public comment, noting that the Pantera Pond Pump Station project was postponed in order to determine how the 3rd Ave NW drainage project is performing. He said staff can provide an update on the project and any flooding issues in Happy Valley. Staff will also respond to the complaint involving Ashworth Avenue traffic volumes. Regarding eminent domain, Mr. Olander noted that Shoreline has met and in some cases exceeded all federal and court requirements and as a practice only exercises eminent domain as a last resort. He noted that the state constitution is even more stringent than the federal requirements, so Washington citizens have even more protections.

Mayor Ransom estimated that Shoreline has exercised eminent domain very infrequently, possibly twice, since the City's inception.

6. APPROVAL OF THE AGENDA

Upon motion by Councilmember Hansen, seconded by Councilmember McGlashan and unanimously carried, the agenda was approved.

7. CONSENT CALENDAR

Deputy Mayor Fimia moved to approve the Consent Calendar. Councilmember Hansen seconded the motion, which carried unanimously, and the following items were approved:

- (a) Minutes of Special Meeting of October 16, 2006**
- Minutes of Workshop Dinner Meeting of November 13, 2006**
- Minutes of Business Meeting of November 27, 2006**
- Minutes of Special Meeting of November 29, 2006**
- Minutes of Special Meeting of December 4, 2006**
- Minutes of Workshop Dinner Meeting of December 11, 2006**
- Minutes of Business Meeting of December 11, 2006**

(b) Approval of expenses and payroll as of December 27, 2006 in the amount of \$2,692,295.45

(c) Amendment to Interlocal Agreement between the City of Shoreline and the City of Lake Forest Park relating to Recreation Program Reimbursement

(d) Ordinance No. 456 to amend the 2006 budget and Ordinance No. 457 to amend the 2007 budget to add appropriations for the Unlimited Tax General Obligation Bond-2006 Fund (UTGO Bond-2006 fund)

8. ACTION ITEMS: OTHER ORDINANCES, RESOLUTIONS AND MOTIONS

(a) Resolution No. 254 recognizing the work of the Planning Commission and providing direction regarding the City's Planning Work Program

Joe Tovar, Planning and Development Services Director, and Rocky Piro, Planning Commission Chair, noted that Resolution No. 254 outlines the understanding reached between the City Council and the Planning Commission at its joint meeting on October 30.

Deputy Mayor Fimia moved approval of Resolution No. 254, recognizing the work of the Planning Commission and providing direction regarding the City's Planning Work Program. Councilmember Gustafson seconded the motion.

Mr. Tovar and Mr. Piro responded to Council questions relating to the Council role in legislative rezones and quasi-judicial actions. Mr. Tovar noted that the Council plays two roles - one as legislators, and another as judges. In the legislative process, citizens can speak to Councilmembers as legislators, but in quasi-judicial matters, Councilmembers act as judges, applying adopted laws to the facts of the case.

Mr. Piro said the Planning Commission sentiment is to ensure that the best process takes place so their recommendation helps the Council's decision-making process.

Responding to Councilmember Way, Mr. Piro said that the Planning Commission encourages the public to provide input on land use matters and considers its very seriously.

Mr. Tovar added that there are no legal constraints on individuals speaking to Planning Commissioners or Councilmembers regarding legislative actions, but they should be encouraged to put their comments in writing so other Councilmembers or Commissioners can benefit.

Mr. Tovar clarified that quasi-judicial actions usually involve specific properties or individual interests, whereas legislative actions have broader policy implications.

Councilmember Ryu thanked the Planning Commission for volunteering their service and to Mr. Tovar for using part of the Planning budget to sponsor a speaker series. At Councilmember Ryu's request, there was Council consensus to remove "in April" and "in October" from Section 1 of Resolution No. 254.

Deputy Mayor Fimia expressed support for the proposal. She emphasized her desire to follow up with staff and the Planning Commission on what happened with the Shoreline Central Subarea Plan.

A vote was taken on the motion, which carried unanimously, and Resolution No. 254 was adopted.

RECESS

At 9:20 p.m., Mayor Ransom called for a 10 minute break. At 9:31 p.m., the Council meeting reconvened.

9. UNFINISHED BUSINESS

(a) Arterial Speed Limit Findings

Jesus Sanchez, Interim Public Works Director, and Rich Meredith, City Traffic Engineer, provided a presentation on arterial speed limits as a follow-up to a report given on July 17, 2006. Mr. Meredith discussed the factors involved in establishing appropriate speed limits, which include the arterial grid system, street classifications, geography, and the Transportation Master Plan. He pointed out that the 85th percentile speed is a nationally recognized standard for setting speed limits. Other factors include driver and pedestrian safety, roadway geometrics, and land use. If it is determined that a change in speed limits is warranted, a proposed speed limit ordinance with technical findings can be submitted to the City Council for adoption. Mr. Meredith then discussed the advantages of setting appropriate speed limits, which include: reduced driver confusion; increased compliance; consistency with current road classifications; and freeing up police resources for other enforcement efforts. Disadvantages of raising speed limits include: negative public perception; a need for more resources to defend speeding citations; and a potential need for additional projects to maintain or improve driver compliance and safety. He added that in his experience, changing a sign doesn't necessarily change driver behavior.

Mr. Meredith then reviewed the list of arterials in the staff report that are recommended for speed limit changes and discussed the rationale for each.

Councilmember Way wondered if the current speed limit of 25 mph on N. 160th Street is due to a past history of accidents there. She suggested that the City find out what people

think before the speed limit is raised, since there may be a good reason for the 25 mph speed limit.

Councilmember Way expressed interest in revisiting some of the streets suggested for speed limit changes as outlined on pages 100-102 of the staff report. Referring to Mr. and Mrs. Irons public comments, she asked about the speed limit analysis for Ashworth Avenue N.

Mr. Sanchez said there seems to be mistake in the roadway mapping for Ashworth Avenue, which staff plans on addressing. He said segments of Ashworth Avenue N will likely be slated for future sidewalk improvements and traffic calming. He noted that the Irons just entered the NTSP, and the first phase focuses on education.

Mr. Meredith said that from a speed standpoint, that section of Ashworth Avenue N. is operating fairly well but the volume is a valid concern.

MEETING EXTENSION

At 10:00 p.m., Councilmember Hansen moved to extend the meeting until 11:00 p.m. Councilmember Ryu seconded the motion, which carried 6-1, with Councilmember Gustafson dissenting.

Councilmember McGlashan felt that installing traffic calming devices on N 152nd Street between Aurora Avenue and Ashworth Avenue might help traffic speeds, but they probably won't do anything to address traffic volumes, since a lot of the traffic comes from the casino and the gym.

Mr. Meredith noted that the Aurora Corridor project includes a left turn signal onto Aurora Avenue from N. 152nd Street, which might help improve the situation.

Councilmember Gustafson suggested that the Council focus on those streets proposed for increases or decreases and then consider the remaining streets later. He felt Council should direct staff to move forward with the proposed list of streets, and Councilmembers could raise concerns on individual streets as necessary.

Councilmember Ryu noted that the 153rd-155th segment of Ashworth Avenue N. is much wider than the 152nd-153rd segment, which is narrow and curved. She emphasized the need to maintain safe speeds along that stretch of residential road. Mr. Meredith noted that the traffic counts were taken in the 153rd-155th segment because of the relatively flat ground.

Councilmember Hansen questioned the rationale for increasing the speed limit on N. 172nd Street and both increasing and decreasing different segments of N. 160th Street. Staff noted that a speed limit increase on N. 172nd Street would make it more consistent with surrounding streets. However, N. 160th Street requires a mix of speed limit changes as well as enforcement and education to improve safety along that arterial.

Councilmember Ryu noted that Shoreline Community College had discussed potential revisions to the intersection of Greenwood Avenue N and N 160th Street. She asked if the college consulted with the school district or the City regarding these revisions, and whether they are still planning revisions.

Mr. Olander noted that the City's Planning Director met with Shoreline Community College to help get their master plan back on track. He said the City and the college are committed to moving that process forward.

Deputy Mayor Fimia expressed appreciation for all the work that went into preparing the report. She supported all the proposed changes with the exception of N. 172nd Street since it's near a school and it's hard for drivers to know when to slow down. She also suggested that N. 160th Street between Aurora Avenue and Dayton Avenue be reduced to 30 mph due to proximity to the college and the frequent pedestrian movements occurring there. She supported the suggestion to amend the Transportation Master Plan to reclassify a segment of Ashworth Avenue N. She challenged the assumption on page 93 of the staff report that the "intended use" of roads is primarily for vehicles. She said that pedestrians have priority on local streets and cars have access. She said it is imperative to get cars to slow down. She recommended amending the Transportation Master Plan to reduce the speed limits on residential streets to 20-25 mph, noting that most residential streets should be posted at 20 mph. She acknowledged the need for education and community process for implementing such changes.

Mayor Ransom said he initially had mixed feelings about the proposed increase on N 172nd Street but said he would support it. He noted that most complaints in the community are in favor of lower speed limits. He said many 35 mph roads should be 30 mph, such as Meridian Avenue N. He said Seattle's basic premise is that residential streets are 25 mph and arterials are 30 mph. He favored lowering the speed limit on Aurora Avenue to 35 mph because that's what the business district has been asking for for 10 years.

Mr. Olander appreciated Council's input and invited the Council to please contact the City Manager's office regarding any other areas of interest. He summarized that there appeared to be Council consensus to support the staff recommendation.

(b) Update on 2006/2007 Sidewalk Priority Routes

Prior to discussion of this issue, staff responded to the concern regarding flooding caused by the Pantera Pond watershed area.

Jon Jordan, Capital Projects Manager, explained that a number of projects must be completed in sequence in order to alleviate drainage issues in the area. A conveyance line from Pantera Pond to 3rd Avenue NW has been "stubbed out" for future installation, but completion depends on completion of the Boeing Creek stormwater facility.

Councilmember Way wondered if there is anything the City can do to address the immediate need expressed by Mr. Clingan. Mr. Sanchez said he is planning on meeting with Mr. Clingan to explore some temporary resolutions; the City has implemented temporary measures in areas of the City that have effectively addressed flooding issues.

Deputy Mayor Fimia announced for the record that no one signed up to comment on last three agenda items.

Mr. Jordan provided a PowerPoint presentation describing the 2006 accomplishments and staff recommendation for future priority sidewalk routes. The list of future routes totals over 11,000 linear feet of sidewalk, but the budget allows for constructing approximately half that amount. The construction timeframe for 2007 sidewalks is June-September. Staff responded to Council questions regarding sidewalk locations, materials, and design. Mr. Jordan noted that the list of proposed routes can be reprioritized in the event that Sunset Elementary School closes.

Mr. Jordan continued his presentation and explained the proposed routes and next steps, which will include survey mapping, preliminary design, public input, plan development, and advertising for bids. He noted the opportunities to implement "green street" design and drainage improvements into the designs.

Mr. Sanchez asked for Council preferences on the proposed routes, reiterating that the budget allows for funding about half of the proposal.

Mayor Ransom noted sidewalks near Syre Elementary will be a priority in the event that Sunset Elementary closes.

Councilmember Way concurred with the 25th Avenue NE proposal and the effort to implement drainage improvement into the design. Although it's not on the list, she encouraged staff to consider future sidewalk improvements on Linden Avenue. Councilmember Gustafson concurred.

MEETING EXTENSION

At 11:00 pm., Councilmember Ryu moved to extend the meeting until 11:15 p.m. Deputy Mayor Fimia seconded the motion, which carried unanimously.

Councilmember McGlashan raised a concern about the short time frame for the design and bidding process. He recalled that it was difficult to find anyone interested in building sidewalks under such a short time frame last year. He also expressed concern that asphalt paths won't last as long as concrete.

Mr. Sanchez and Mr. Olander expressed confidence that the plan is on schedule for 2007.

Councilmember Hansen concurred with Councilmember McGlashan's preference for concrete sidewalks.

Councilmember McGlashan noted that while asphalt may be functional, it but doesn't look anything like concrete and will break down easier. He suggested that Council discuss potential funding sources for concrete sidewalks at its upcoming financial strategy meeting so the City doesn't have to replace sidewalks in 10-15 years.

Mr. Olander noted the Council decision to install asphalt sidewalks because more linear footage could be installed. He said staff would continue monitor the cost differential between asphalt and concrete.

Councilmember Gustafson said he is not necessarily opposed to asphalt. He said his first priority is sidewalks near elementary schools, and then sidewalks near secondary schools.

Councilmember Ryu concurred. She pointed out that if the City can build more sidewalks with the money we already have, it will ease the burden on Shoreline residents to fund sidewalks through local improvement districts (LID). She agreed with the staff direction and priorities.

Councilmember Gustafson noted that some people prefer concrete, so perhaps citizen should be given the option if they are willing to fund it.

10. NEW BUSINESS

(a) Adoption of 2007 Legislative Priorities

**Councilmember Ryu moved to adopt the 2007 Legislative Priorities.
Councilmember Gustafson seconded the motion.**

Councilmember Ryu wished to include additional language relating to the Aurora Avenue Project, Fircrest Habilitation Center, and emergency preparedness so the Legislative Priorities reflect the Council goals more closely. After further discussion, there was agreement that Councilmember Ryu would work on additional language with the City Manager to incorporate into the Legislative Priorities at a later date.

MEETING EXTENSION

**At 11:17 p.m., Deputy Mayor Fimia moved to extend the meeting until 11:22 p.m.
Councilmember Ryu seconded the motion, which carried 5-2, with Councilmembers Hansen and McGlashan dissenting.**

A vote was taken on the motion, which carried 7-0, and the 2007 Legislative Priorities were adopted.

Regarding Priority No. 1, Deputy Mayor Fimia emphasized to staff that the Council doesn't necessarily support projects from other jurisdictions in exchange for their support of our capital projects.

Joyce Nichols, Communications and Intergovernmental Relations Director, responded that staff's goal is to advance the Council's priorities, so things that deviate from those priorities do not get support.

Councilmember Ryu announced that the Washington State Parks and Recreation Commission is meeting on January 12th at the Normandy Park Community Center to consider reclassifying St. Edwards State Park. She noted that this issue could have implications for Shoreline.

11. ADJOURNMENT

At 11:23 p.m., Mayor Ransom declared the meeting adjourned.

This page intentionally left blank

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF SPECIAL MEETING

Tuesday, January 16, 2007
6:30 PM
Shoreline Conference Center
Mt. Rainier Room

PRESENT : Mayor Ransom, Deputy Mayor Fimia, Councilmember Hansen, Councilmember McGlashan, Councilmember Ryu, and Councilmember Way.

ABSENT: Councilmember Gustafson.

1. CALL TO ORDER

At 6:36 p.m., the meeting was called to order by Mayor Ransom, who presided.

2. FLAG SALUTE/ROLL CALL

Mayor Ransom led the flag salute. Upon roll call by the City Clerk, all Councilmembers were present with the exception of Councilmember Gustafson.

Upon motion by Councilmember McGlashan, seconded by Councilmember Hansen and carried 6-0, Councilmember Gustafson was excused.

(a) Proclamation of "Retired Volunteer Appreciation Day"

This item was postponed until the January 22 Council meeting.

3. CITY MANAGER'S REPORT AND FUTURE AGENDAS

Mr. Olander provided the following updates, reports, and reminders:

1. Cancellation of the SeaShore meeting
2. Public Works response to icy roads over the weekend
3. A City-sponsored Green Development Forum on Thursday, January 18
4. Free Tax Preparation and Electronic Filing Service provided January 16 - April 15, 2007 at Hopelink Shoreline Center

5. The Annual Christmas Tree Recycling Event on January 6-7
6. The Ridgecrest Commercial Center Visioning Workshop to be held Wednesday, January 24. Property owners and neighbors are encouraged to talk together about ideas for enhancing the commercial intersection at 165th and 5th Ave NE.
7. The Richmond Beach Pump Station Park and Twin Ponds Park Public Meeting will be held Thursday, January 25. Staff will be on hand to discuss the project details of both projects, and answer questions about the proposed improvements.

Responding to Councilmember Way, Mr. Olander noted that the City has advertised the Green Development Forum on the City web site, Channel 21, and in the Enterprise.

4. COUNCIL REPORTS

Councilmember Ryu requested that the issue of Councilmember appointments to boards and commissions be placed on the agenda at the next meeting. Councilmember Way supported this request. The Mayor indicated that this item would be placed on the agenda for the next meeting.

Deputy Mayor Fimia reported on her attendance at the Comprehensive Housing Strategy Citizen Advisory Task Force. She said the committee is doing a great job and covering all issues related to housing.

5. GENERAL PUBLIC COMMENT

(a) Chris Eggen, Shoreline, on behalf of the Shoreline Solar Project (SSP), invited the Council and public to attend a SSP meeting tomorrow night at Meridian Park School in which Christy Nordstrom will present a slide show based on Al Gore's book and movie "An Inconvenient Truth."

(b) Glenda Froelick, Shoreline, said she lives adjacent to Einstein Middle School and on three occasions has heard gunshots coming from the school. She said she has reported this to the police, but the police say they can't do anything. She has the police told her to report this activity to 911. She said there have been safety and crime issues in the Hillwood Park area for some time and she would like to know how she can help resolve these problems. Responding to Councilmember Ryu, she reported that the gunshots all occurred after dark, from late evening to early morning. Responding to Councilmember Way about whether the story has been corroborated, she said that Einstein students were sent home on the first incident, and shell casings were found in the area. She said the police say it's not a police issue since it happened on school property. She felt reporting the issue to the Council was the next best idea.

Dick Deal, Parks, Recreation and Cultural Services Director, said this is the first time he's heard of the situation. He said he will work with the police department and is glad to assist in any way.

Mr. Olander said the City will set up a joint meeting between the City, the school, and the police.

(c) Robin Clark, Shoreline, confirmed that there are gunshots occurring near Einstein Middle School and she has spoken with the Einstein principal. She said a police report confirms that .45 caliber shell casings have been found outside the door. She said although the park closes after dark, nothing prevents people from entering Hillwood Park at night. She reported on the volunteer efforts by neighbors to resolve the problem. She pointed out that the police urged the neighbors to contact the City Council. She said problems in and around Hillwood Park have been going on for three years and the gunshots have been occurring over the past six months. Responding to Councilmember Ryu, she said the perpetrators appear to be white males of middle or high school age.

Deputy Mayor Fimia said the issues at the joint meeting should be a bit broader than Hillwood Park because the problems may shift from one neighborhood to another.

(d) George Mauer, Shoreline, noted that the City Manager's initial response to his question last week was that the City would follow state law as it pertains to eminent domain. He pointed out that state law allows a lot of latitude to condemn property for public use. He said the City can withhold notification that a property is to be taken, and they don't have to specify the property in question. He said the City can declare an area blighted and acquire it as property for a public purpose. He requested that the City publicly state its policy regarding community development law because the lines between public and private property are blurred. He hoped that Shoreline would provide some civic leadership in this area.

Mr. Olander thanked those who provided comment and said he would follow up on their questions and concerns. He said Mr. Mauer is correct to some extent regarding eminent domain, but the State Attorney General is proposing legislation relating to notification laws. He clarified that Shoreline has always gone beyond the state requirements, and it's never been the City's policy to withhold notification.

6. STUDY ITEMS

(a) Update on the King County Hidden Lake Pump Station/Boeing Creek Park Project

Jon Jordan, Capital Projects Manager, introduced David Dittmar, Project Manager, Ukwenga Oleru, Construction Manager, and Jennifer Kaufman, Public Outreach Lead, of the King County Wastewater Treatment Division. The invited guests provided a presentation on the Hidden Lake Pump Station & Sewer Improvement Project.

Mr. Dittmar, Mr. Oleru, and Ms. Kaufman provided a detailed presentation on the

progress, scope, public outreach, and challenges related to the Hidden Lake Project. The project includes replacing 12,000 feet of the Boeing Creek Trunk Sewer, building a new underground storage pipe, and replacing the Hidden Lake Pump Station.

They emphasized that the projects have two separate schedules, and they have been working with the neighbors to minimize impacts and maintain local access. They have an established traffic control plan, and all work sites will be restored and landscaped to the original condition or better. They noted that they have enjoyed a good working relationship with the City and the neighborhood and the project will result in improved noise and odor control, repaved streets with widened shoulders, upgraded water/fire service, and safe/reliable facilities that will last 50+ years.

Mr. Jordan clarified that the City will come in later to make improvements at Boeing Creek Park and Richmond Beach Saltwater Park under the Otak contract.

Ms. Kauffman discusses the County's public outreach efforts and described the working relationship between the project leads and the community. She said the neighbors have been very patient and helpful and the County has done their best to maintain close contact and respond to their concerns.

Mr. Jordan added that the City coordinates with the County on a weekly basis at the County construction meetings, and the City will continue to provide weekly updates on the project.

Mr. Olander noted that a number of City projects depend on the successful completion of this project; once the storm water retention portion is complete, it will relieve some flooding from Happy Valley and the Pan Terra Pond area.

Mayor Ransom called for public comment.

(a) Bob Phelps, Shoreline, congratulated the County on its excellent communication with the public. He also appreciated the addition of a shoulder on 10th Avenue NE due to the high pedestrian traffic volume going to Richmond Beach. He is also pleased that there is a possibility of renewing the contract for animal control services, because many people walk their dogs off-leash in Boeing Creek Park. He urged the City to preserve the natural aspects of the park.

(b) Ken Cottingham, Shoreline, noted that although construction is going on "right at his door," the project has been wonderful and has not inconvenienced him at all. He has not experienced any access problems and the County staff are able to quickly answer his questions. However, tonight he expected to see an analysis of what percentage of the work is done, what percentage of the budget has been spent, and what additive items have been included. He asked that the City expedite the plan for Boeing Creek Park improvements and to consider the request of Friends of Boeing Creek that the restroom not be included in the plan. Responding to Councilmember Way, Mr. Cottingham

clarified that he resubmitted a proposed plan to City staff on behalf of Friends of Boeing Creek a couple months ago.

There was discussion about the proposed location of the park restroom. Mr. Jordan noted that a single-occupancy restroom is proposed for the northwest corner of the park because that area is the most developed, but the remainder of the park will be kept as natural as possible.

Dick Deal, Parks, Recreation and Cultural Services Director, briefed the Council on the public process for the park design at the request of Mr., Olander. He said the contract with Otak for a master site planning process will provide the needed resources to move the process forward.

Mr. Deal responded to Councilmember Ryu that Boeing Creek Park has not been seriously considered as an off-leash dog park by the Parks Board.

Councilmember Way inquired about the scope of the Otak contract and whether they would be doing the landscape planning. She emphasized the need to consider preserving natural and native vegetation. She hoped that the City would integrate the knowledge of the Seattle Urban Nature survey into the plan as well as work with Shoreline Community College on a removal plan for invasive species. She asked how many trees were removed as part of the project and whether they have been recycled as woody debris. She was glad to hear the positive reaction by the neighbors but expressed a concern regarding the water table in the vicinity of N 175th Street and 6th Avenue NW. She speculated on the underground water action occurring at this location and expressed a desire to restore the functions to the watershed system.

Staff responded that Otak would be evaluating the entire park and will hopefully meet Council expectations in every respect. Fewer trees were removed from the park than originally planned; these were used as habitat logs and debris where possible. Mr. Jordan noted that soil borings at the location in question were consistent with where the water table has been historically. He briefly described the design and functions of the underground storage pipe.

Councilmember McGlashan congratulated City and County staff on what appears to be a very successful project. Mr. Dittmar responded to Councilmember McGlashan that the new sewer line will be paralleling the old sewer line; once the new line is completed, the old line will be abandoned.

Councilmember Ryu appreciated the efforts to widen the asphalt shoulder along the trunk sewer route because it is in keeping with Shoreline's "walkable community" goals. She wondered if there were plans to widen N 175th Street in the vicinity of 6th Avenue NW.

Mr. Jordan clarified that road widening will only occur along the trunk sewer route where there is an existing full-width overlay; many areas along the trunk sewer route are narrow, so widening is not feasible. Widening is also not feasible along N. 175th Street.

Deputy Mayor Fimia asked if curbing on the widened walkways would be an acceptable use of the \$1.1 million mitigation fees the County is paying. She noted that pedestrian access from City streets to the park is important. She emphasized the need to encourage youth to participate on the advisory committees because they may bring a different perspective. She noted that parks could be divided into different user areas, noting there are existing models for establishing different user areas in parks.

Mr. Jordan noted that the \$1.1 million was initially for parks mitigation; the widened shoulder is an additional item that King County agreed to do. He said staff could look at designs for the planned park improvements to possibly explore pedestrian pathways. He said staff would consider all the potential park activities as the public outreach phase approaches.

Councilmember Hansen commended City and County staff for the great job they're doing. County staff responded to Councilmember Hansen that the waterfront houses are on the Ronald Wastewater District sewer line, and the Boeing Creek Trunk Sewer is a gravity system that feeds to the Richmond Beach Pump Station.

Councilmember Way wondered if there were any youth representatives on the trails committee. She suggested advertising as appropriate to get youth involved in the process.

Mr. Deal noted there were about twelve citizens who applied for the trail corridors committee (none of which were youth) and the Parks Board is recommending all twelve. He said staff will work with local bike clubs and other groups to get youth involved as the public process proceeds.

Councilmember Ryu asked about the life expectancy of the existing sewer lines that are not being replaced. Mr. Dittmar said although there is routine inspection of the existing lines, he would need to get that information from County facilities staff.

RECESS

At 8:14 p.m., Mayor Ransom called for a 10 minute recess. At 8:24 p.m., the Council meeting reconvened.

(b) Update of the 1st Avenue NE Transfer Station Renovation

Rika Cecil, Environmental Programs Coordinator, introduced Kevin Kiernan, Engineering Manager for King County Solid Waste, who provided a presentation on the First Avenue NE Transfer & Recycling Station Renovation Project.

Mr. Kiernan noted that this is the largest transfer station project in 30 years. He provided a history of the transfer station using aerial photographs and described the

design and features of the new facility. Features of the new facility include: moving the building farther away from the property line; adding buffer areas to Thornton Creek; adding a surface water pond; building a fully-enclosed facility with noise and dust control; yard waste collection; transit access ramp extensions so waste trailers have access from I-5. He described the efforts to protect Thornton Creek and noted that neighbors have not complained during the initial construction phase.

Responding to Councilmember Way, Mr. Kiernan explained the plan to enhance the buffer area along Thornton Creek. He noted that the new facility will use harvested rainwater from the surface water pond in its on-site functions, and the pond is large enough to address any peaking flow concerns and simulate a natural discharge into the creek. Sedimentation and other matter will be removed regularly, and the waste from the transfer trailers will go to sanitary sewers, not into the surface water system. He clarified for Councilmember Way that the new construction on the freeway ramps will not adversely affect surface water runoff; furthermore, the runoff from the new construction will be discharged into the sanitary sewer for treatment.

Continuing his presentation, Mr. Kiernan noted that the County is pursuing a LEED certification by incorporating the following environmental elements: 1) water harvesting tank; 2) daylighting; 3) solar photovoltaic; 4) alternative fuel use; 5) indoor environmental quality; and 6) outdoor elements. He concluded his presentation by showing animated slides of the interior and exterior of the new facility. The new facility is scheduled to open in November 2007.

Responding to Councilmember Ryu, Mr. Kiernan noted that County staff has not reported any illegal dumping at the location since it was closed for renovations. Councilmember Ryu said she is encouraged by the County's openness to incorporate an environmental education aspect in the facility. She noted that the City could work with the school district to promote recycling and environmental stewardship.

Councilmember Way noted that some trees have come down along the northern border to the property and wondered if there was a screening plan. Mr. Kiernan responded that there is a screening and landscape plan for that border. Councilmember Way felt it would be logical to use the enhancement of the Thornton Creek buffer as an opportunity to involve the public.

Ms. Cecil and Mr. Kiernan responded that there may be opportunities to incorporate an interpretive area.

Mr. Kiernan responded to Councilmember Way regarding the inclusion of art in the project. Art will be incorporated at the facility entrance as well as to the interior. The County will work with the City on possible environmental education aspects with respect to the exterior recycling facility and Thornton Creek. Councilmember Way expressed interest in touring the facility.

There was some discussion about when the Council would like to schedule a tour of the facility.

Responding to Councilmember McGlashan, Mr. Kiernan noted that the new facility will be bigger than the previous facility, but transfer station employees will not be using the freeway ramps access the site. He also explained the testing done to Thornton Creek as it enters and exits the site.

Councilmember McGlashan suggested that the County could sell the two homes it bought if the properties are not used in the project so more people can live in Shoreline.

Deputy Mayor Fimia wondered if a tree chipper could be incorporated into the recycling facility. She asked about the budget for the freeway ramps and the number of trucks using the freeway ramps. She noted the availability of classroom space at the Metro Bus Barn next door. She described it as a "great project" and potential opportunity to showcase Shoreline as a model for environmental education. She commented favorably on the public process, adding that the notification of the closure was the best she's ever seen.

Mr. Kiernan said that he would discuss the chipper question with County staff. He noted that the budget for the access ramps is included in the project cost, and that 10-15 transfer station vehicles would be using the freeway ramps daily.

Responding to Mayor Ransom, Mr. Kiernan explained the configuration of the trailer parking lot and the freeway ramps.

Councilmember Ryu pointed out that the community started recycling 23 years ago. She inquired about the possibility of using part of the site as a collection point for the kind of reusable items available at local thrift stores. Mr. Kiernan noted that there was a partnership with Goodwill at the old site, and the County will continue to explore such possibilities.

(c) Ordinance No. 458 Removing Term Limits for Boards and Commissions

Mr. Olander pointed out that a number of Parks Board members are approaching their term limits at a critical time when the benefits to continuity seem to outweigh any apparent disadvantages. He introduced Dick Deal, Parks, Recreation and Cultural Services Director, to discuss this proposal.

Mr. Deal explained that under the current term limits ordinance, four Parks Board members must be replaced in March 2007, with four more to follow in March 2009. He said this comes at a critical time when there are 19 bond issue projects to be decided in the next six years. He felt it would be preferable to have some continuity for these upcoming projects, particularly since existing Board members are familiar with the issues and are interested in continuing service.

Mr. Olander explained that the ordinance provided in the Council packet removes term limits completely, but a second version requested by the Mayor and Deputy Mayor limits terms for Parks Board members to three consecutive terms. He said the advantage of extending term limits is that it provides Council some flexibility to consider existing members as well as new applicants. The disadvantage is that it might limit opportunities for new members to come in.

Ian Sievers, City Attorney, clarified that the draft ordinance in the packet removes any artificial limits for all boards and commissions. The second version changes the terms limits for regular Parks Board members from 10 consecutive years to three consecutive terms.

Mayor Ransom favored the alternate ordinance, noting that there would be value in allowing experienced Parks Board members to continue to serve. He said he doesn't necessarily object to allowing the Library Board and Planning Commission members to serve three consecutive four-year terms, but given the upcoming bond issue projects, it is critical that term limits be extended for the Parks Board.

There was no one wishing to provide public comment on this item.

Responding to Councilmember Ryu, Mr. Deal pointed out that nothing would prevent former board members from attending meetings and providing public comment after their terms have expired.

Councilmember Ryu inquired about the possibility of appointing youth representatives to the Parks Board, especially because youth need fun, creative places to play and they could contribute to the process.

Mayor Ransom noted that there are no age limitations on eligibility for the Parks Board, although they have never had a young person apply.

Councilmember Hansen stated that youth generally show up when they are interested in an issue, such as the skateboard park.

Councilmember Ryu felt it would make sense to include two youth representatives on the Parks Board as a matter of practice because they tend to know their peers better than adults. She said they might have better ideas and we need to be open to fresh ideas and institutionalize their input. She asked if the Parks department would be open to this proposal.

Mr. Deal said the Parks department would be open to this idea, noting that if it's the Council's desire, the Parks department can solicit interest at the high schools.

Councilmember Way expressed support for the idea, noting that youth should have the opportunity to have a strong voice. Responding to Councilmember Way, Mr. Deal said

the members were all interested in continuing to serve if that opportunity is made available. He briefly explained that the appointing schedule includes advertising in January, interviews in February, and appointments in March.

RECESS

At 9:33 p.m., the lights went out in the Council chamber. Mayor Ransom called for a 10 minute recess. At 9:38 p.m., the Council meeting reconvened.

Deputy Mayor Fimia suggested that staff prepare two separate ordinances: one that leaves the policy as-is; the second would extend limits for Parks Board members to three consecutive terms and add two positions for 16-25 year-old members. She noted that it is harder to get new people if there are no term limits at all. She asked if these changes could be made on a case-by-case basis vis-à-vis the Council Rules of Procedure.

Mr. Sievers responded that term limits are established by ordinance and codified in the municipal code, so as part of the legislative process they cannot be made on a position-by-position basis.

Councilmember McGlashan said that he originally favored the Mayor's recommendation, but then realized that this year the Council replaced people who were eligible for continued service. He used this to illustrate the point that it is ultimately the Council's decision to appoint whomever it chooses, so term limits are not really needed. He expressed support for an ordinance eliminating term limits.

Councilmember Way concurred with the recommendation for the alternative ordinance. She said while there is value in experience, new people bring fresh perspectives and opinions. She supported an ordinance that extends term limits for Parks Board to three consecutive terms and adds youth positions.

Councilmember Ryu concurred, noting that other Councilmembers have advocated for changes on other boards and committees, such as the Aurora Business Team. She said that having people serve in the same position for 20 years is not what the Council had in mind. She added that former members could still voice opinions and advise, and it doesn't keep them from applying for another term after a hiatus.

Councilmember Hansen pointed out that while term limits might ensure new ideas and perspectives, they also limit the Council's ability to select from the broadest range of qualified candidates. For this reason he felt that having specific term limits doesn't accomplish much.

Councilmember McGlashan pointed out that there are no term limits for City Councilmembers. He agreed with Councilmember Hansen's opinion, noting that term limits disqualify competent incumbents from consideration.

Councilmember Ryu pointed out that Councilmembers need between 7,000 to 9,000 votes to be elected to the Council, yet advisory members need only 3-5 votes of the Council. She felt it was unfair to compare the Council's lack of term limits to term limits for advisory boards.

Deputy Mayor Fimia pointed out that prior City Councils instituted term limits, so they obviously felt they were a good idea. She felt that a lack of term limits discourages participation by others. She felt that 12 years is a long time for board members to serve. Furthermore, members whose terms have expired will probably stay engaged in the process if they're interested.

Mayor Ransom strongly supported the amended ordinance in the case of the Parks Board, but to a lesser extent for other boards and commissions.

Responding to Mr. Olander, Mr. Sievers confirmed that the term limits would apply to consecutive terms, so somebody could take a hiatus and reapply for the same position.

The Mayor directed staff to amend the ordinance to include the language "three consecutive four-year terms for a total of 12 years."

Staff clarified for Councilmember Ryu that former members with expired terms don't have to necessarily wait four years to reapply; they would be eligible for appointment as soon as a vacancy opened.

Mayor Ransom said the original intent was that advisory board members would be off for two years before they could be reappointed. He opposed the proposal to appoint youth representatives as regular Parks Board members, but they could possibly serve as ex-officio members. Mr. Olander suggested that youth representatives should be full voting members if they are to have meaningful participation. Mayor Ransom pointed out that youth participation on the school boards didn't work out.

Deputy Mayor Fimia noted that the Parks Board is different from other advisory bodies such as the Planning Commission, so youth serving as full voting Parks Board members would be appropriate. She pointed out that an 18-year-old ran a successful campaign for the Lake Forest Park City Council.

Councilmember Hansen was inclined towards the Mayor's proposal. He felt it is going to be difficult to keep a teenager engaged unless it's something that really interests them.

There was Council discussion about how long the terms should be for the youth positions. Councilmembers felt that two-year terms would be appropriate for these positions.

Councilmembers McGlashan and Ryu agreed with establishing two-year terms for youth positions on the Parks Board.

Councilmember Ryu suggested that the Parks department solicit interest from the youth on a geographic basis so there is equal representation on the Board. Councilmembers suggested that the private schools be contacted in addition to the two public high schools.

7. ADJOURNMENT

At 10:03 p.m., Mayor Ransom declared the meeting adjourned.

Scott Passey, CMC
City Clerk

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF WORKSHOP DINNER MEETING

Monday, January 22, 2007
6:00 p.m.

Shoreline Conference Center
Highlander Room

PRESENT: Mayor Ransom, Deputy Mayor Fimia, and Councilmembers Gustafson, Hansen, Ryu, and Way

ABSENT: Councilmember McGlashan

STAFF: Bob Olander, City Manager; Joyce Nichols, Communications and Intergovernmental Relations Director; Debbie Tarry, Finance Director, Dick Deal, Parks, Recreation and Cultural Services Director; Joe Tovar, Planning and Development Services Director; Tom Boydell, Economic Development Manager; Jesus Sanchez, Public Works Operations Manager

GUEST: Kostas Luecker, Territory Business Manager, the Buxton Company

Mayor Ransom called the meeting to order at 6:15 p.m.

Bob Olander, City Manager, discussed how the City contracted with Buxton to provide services to the City regarding retail businesses and how to help attract companies to Shoreline. He explained that attracting new businesses to Shoreline is only one component of the City's Economic Development program.

He introduced Kostas Luecker, of the Buxton Company, to provide background about Buxton and its work in retail development.

Mr. Luecker made a presentation and explained that Buxton's focus is retail and restaurants. They work with over 1,000 companies to market and help them locate. They develop a retail tool kit to help communities and companies select and attract retailers based on information they compile on people's shopping/dining patterns and interests. They use the time and convenience factors: How much time does it take for me to go there? They also use lifestyle, purchasing behavior, and media habits and information to help customers make location decisions.

Tom Boydell, Economic Development Manager, explained how the "scout" computer software works with the information that Buxton has developed relative to Shoreline. The package allows potential developers and others interested in locating here to scale down to a block-by-block map of the area. Key searches can be done based on drive

January 22, 2007

DRAFT

time, location, other similar/same stores in the area, property values, schools, household income, etc.

The Council and staff reviewed the information and presentation materials and asked questions about various recruitment scenarios.

The meeting adjourned at 7:25 p.m.

Joyce Nichols, Communications and Intergovernmental Relations Director

CITY OF SHORELINE

SHORELINE CITY COUNCIL SUMMARY MINUTES OF SPECIAL MEETING

Monday, January 22, 2007
7:30 PM
Shoreline Conference Center
Mt. Rainier Room

PRESENT: Mayor Ransom, Deputy Mayor Fimia, Councilmember Gustafson, Councilmember Hansen, Councilmember Ryu, and Councilmember Way.

ABSENT: Councilmember McGlashan.

1. CALL TO ORDER

The meeting was called to order at 6:35 p.m. by Mayor Ransom, who presided.

2. FLAG SALUTE/ROLL CALL

Mayor Ransom led the flag salute. Upon roll call by the City Clerk, all Councilmembers were present with the exception of Councilmember McGlashan.

Upon motion by Councilmember Gustafson, seconded by Councilmember Hansen and carried 6-0, Councilmember McGlashan was excused.

Deputy Mayor Fimia recognized former Councilmember John Chang, and Shari Tracey, of King County Councilmember Ferguson's office, in the audience.

3. REPORT OF THE CITY MANAGER

Bob Olander, City Manager, provided the following updates, reports, and reminders as part of the City Manager's report:

1. Officer Mitch Wright named 2006 Shoreline Police Officer of the Year
2. Free tree debris/green waste recycling event at the Snohomish County Southwest Transfer Station in Mountlake Terrace, January 24-28
3. Ridgecrest Neighborhood Commercial Center Visioning Workshop, January 24
4. Richmond Beach Pump Station & Twin Ponds Park Public Meeting, January 25 at Spartan Recreation Center

5. Kruckeberg Botanic Garden Foundation Winter Meeting, January 25 at Richmond Beach Congregational Church
6. The next Comprehensive Housing Strategy Citizen Advisory Committee meeting will be January 23 at 7:00 p.m. at the Shoreline Fire Station Headquarters
7. The next regular meeting of the Parks Board will be on January 25 at the Spartan Recreation Center.
8. The first "Get Ready Shoreline" emergency preparedness community meeting will be on February 8 from 7:00 – 8:30 p.m. at the Shoreline Library.

Responding to Deputy Mayor Fimia, Mr. Olander noted that citizens can call the City's Emergency Management Coordinator to inquire about emergency preparedness volunteer opportunities.

(a) Proclamation of "Retired Volunteer Appreciation Day"

Mayor Ransom read the proclamation and thanked those volunteers who have given their personal time in the interests of the City, especially those that have retired from volunteer service.

Jim Guest, retired volunteer, thanked the Council for this recognition, noting that the volunteers consider their work very rewarding.

Leona Obstler, Shoreline Police Officer, thanked the Mayor and City Council for recognizing all the City's volunteers, some of whom have volunteered since 1996. Councilmember Hansen concurred.

4. REPORTS OF BOARDS AND COMMISSIONS

There were no reports of Boards and Commissions.

5. GENERAL PUBLIC COMMENT

(a) Dale Wright, Shoreline, spoke on behalf of Vision Aurora and urged the Council not to reduce the scope of the remaining segments of the Aurora Corridor Project. He said the design of the first mile of Aurora Avenue was the result of a legitimate public process that included input from residents, consultants, experts, and transportation professionals. After a three-year process, the Council adopted Modified Alternative A, and all segments of the community were heard and seriously considered.

(b) Virginia Paulsen, Shoreline, expressed concern about the Council's priorities as evidenced by their recent voting patterns regarding the City budget. She expressed concern about a general lack of notification to residents regarding meeting schedules, neighborhood matters, and the costs of economic development. She felt the City is operating at a fast pace, with insufficient time given to choices and their costs.

(c) Eddie Zanidache, Shoreline, invited the Council and the public to patronize the New Space Theater on 15th Ave NE in North City. He said the theater provides a venue for entertainment and serves as a stepping stone for kids who want to make it in the arts.

(d) John Chang, Shoreline, noted that it is the "Year of the Pig" and wished everyone a happy and prosperous new year. He urged the Council to work together for the betterment of the community and serve the public interest. He noted that the relationship with Shoreline's sister city, Boryeong, Korea, is alive and well. The relationship thus far has focused on educational exchanges, but there is now interest in economic and commercial exchanges. He urged the Council to continue supporting the Sister Cities program so the City can benefit from the fruits of the relationship.

(e) Shari Tracey, Shoreline, announced that she is the new operations director for King County Councilmember Bob Ferguson. She encouraged citizens to contact her with any questions or issues of interest, at (206) 296-1636.

(f) Tim Crawford, Shoreline, pointed out that his property continues to experience flooding during heavy rains. He said he attended the open house for the Ronald Bog drainage project and was encouraged by some of City staff's responses. He said it's time to use funding for the Ronald Bog drainage improvements, but the City needs to solve the problem of downstream flooding before completing upstream issues. He added that he didn't notice a biological assessment of Ronald Bog itself. He asserted that the City continues to delay the typecasting of Thornton Creek, and he alluded to court dates for Aegis and Gaston. Finally, he

Deputy Mayor Fimia moved to allow Mr. Crawford an additional two minutes to finish his statement. Councilmember Ryu seconded the motion, which carried 6-0.

Continuing, Mr. Crawford noted that a sitting City Councilmember was removed by staff from a commission because she disagreed with the staff's opinion on Aegis. Regarding appointment to boards and commissions, he said the staff definition of "qualified" usually means someone who agrees with staff's position.

Councilmember Way clarified that tonight's agenda item involves regional committees and boards that Councilmembers serve on.

Deputy Mayor Fimia added that the City Council makes the final decision on appointments to boards and committees, so if there have been any mistakes, the Council, not staff, is responsible.

(g) Patti Crawford, Shoreline, asserted that City correspondence demonstrates that John Dixon, a City volunteer, had disciplinary problems and showed threatening behavior. She said she objects to the efforts of the City Attorney's office to remove his restraining order that helped protect her family. She added that the restraining order had been removed without notification to her family.

Mr. Olander responded to public comment. He noted there would be a briefing on the Sister Cities visit to Boryeong at the March 5 meeting. He thanked John Chang for all his work in helping facilitate the visit. He added that the Army Corps. Of Engineers is trying to determine whether downstream work is required in the Ronald Bog basin. He noted that the restraining order issue dates back to 2004.

Councilmember Way pointed out that the issue involving Mr. Dixon dates back to 2000. She supported the request for a biological assessment of Ronald Bog and an attempt to address the Crawford's flooding issues.

Mr. Olander said the City will continue to work with the Crawfords on the flooding issues and will consider the biological assessment.

Councilmember Ryu expressed support for the biological assessment as well as the drainage issues, particularly in the area of N 175th Street to N 176th Street.

6. APPROVAL OF THE AGENDA

Councilmember Ryu requested that Item 7(a) be removed from Consent and considered at a future meeting. Councilmember Way requested that Items 7(d) and 7(e) be removed from Consent and considered as Action Items. Upon motion by Councilmember Hansen, seconded by Councilmember Gustafson and carried 6-0, the agenda was approved as amended.

7. CONSENT CALENDAR

Councilmember Hansen moved approval of the Consent Calendar. Councilmember Gustafson seconded the motion, which carried 6-0, and the following Consent items were approved:

(b) Approval of expenses and payroll as of January 11, 2007 in the amount of \$2,269,605.00

(c) Motion to Authorize the City Manager to execute a contract supplement with Otak, Inc. for professional services in an amount not to exceed \$240,000 for the Boeing Creek Park and Storm water Facility CIP project improvements

8. NEW BUSINESS

There was Council consensus to address Items 7(c) and 7(d) as the first Action Items of the evening.

(a) Motion to Authorize the City Manager to Execute a Contract between the City of Shoreline and the Shoreline Historical Museum in the amount of \$63,525 to provide educational and heritage programs for citizens of Shoreline ; and Motion to Authorize the City Manager to Execute a Contract between the City of Shoreline and the Shoreline-Lake Forest Park Arts Council in the amount of \$63,525 to provide educational and cultural opportunities for the citizens of Shoreline

Councilmember Hansen moved to authorize the City Manager to Execute a Contract between the City of Shoreline and the Shoreline Historical Museum in the amount of \$63,525 and to Authorize the City Manager to Execute a Contract between the City of Shoreline and the Shoreline-Lake Forest Park Arts Council in the amount of \$63,525. Councilmember Way seconded the motion.

Councilmember Way said she enthusiastically supports the Museum and Arts Council, but would like to advance the idea of including youth representation as part of the contracts. She felt that youth/student participation in an advisory capacity would serve to enhance the programs and help advance the curriculum and opportunities in the arts.

Councilmember Ryu said that following a Council exchange of ideas over the weekend on this topic, she would like to explore the possibility of including a youth outreach and involvement component between the City, Museum, Arts Council, and the School District.

Councilmember Hansen clarified that he did not take part in any discussion or any serial meeting regarding this topic.

Mr. Olander replied that it was not a serial exchange between Councilmembers; rather, Councilmembers are encouraged to contact staff if they have questions on upcoming agenda items. The answers to those questions are shared with all Councilmembers.

Deputy Mayor Fimia said she supports the proposal in concept but she wouldn't support a direct link between funding and how the organizations direct their boards. She said perhaps the City should ask the organizations to explore mechanisms for enhanced youth involvement.

Councilmember Gustafson felt the request was reasonable but suggested that it be tied into a broader discussion of a youth master plan at a future Council retreat.

Mayor Ransom pointed out that these organizations have their own citizen boards and bylaws. He felt the City should not try to impose further standards on top of their existing rules. He said both organizations serve youth and it would be improper for the City to impose seats on their boards.

Councilmember Ryu felt it would be reasonable to specify a youth participation component because the contracts already include specific details such as provisions for janitorial work and community outreach.

Councilmember Way said the intent is not to amend or imposing anything on this contract, but to explore ways to offer more help and enhance the curriculum.

Dick Deal, Parks, Recreation and Cultural Services Director, said he will be meeting with the directors of the Museum and the Arts Council and he would be happy to prepare a report based on those discussions.

Mr. Olander noted that both organizations operate on very limited budgets and the City of Shoreline is just one a many funding sources. He felt it would be inappropriate to supplant school programs or make requirements of them just because we have contracts with them.

Councilmember Way noted that her experience as a student and as a parent is that cultural events enhance life, and she appreciates the youth opportunities to connect the arts with the historical aspect.

Councilmember Gustafson noted that it is amazing to see what the two organizations are currently doing for youth.

Mr. Deal said that in addition to all the Arts Council's wonderful work, the City supplements that with a very aggressive program of arts, music, and recreation.

(b) Proposed Comprehensive Plan Amendment, Form-based Code and Legislative Rezone for the South Aurora Triangle

Joe Tovar, Planning and Development Services Director, provided the staff report on this item. He explained that staff is asking for Council approval to put on this year's Planning Commission docket a Comprehensive Plan amendment by creating a new land use district called "Form Based Code District 1" and a corresponding amendment to the Comprehensive Plan text. If the Council approves this docketing request, staff will move forward with a full environmental review and hearings. He outlined the South Aurora Triangle as the area in which this FBC-1 designation would apply. Referring to pages 23-24 of the Council packet, he outlined the purpose of the FBC-1 Comprehensive Plan designation, noting that it implements a number of plan policies by applying them specifically to a distinct geographic subarea of the City. He said the circumstances of the South Aurora Triangle make it an ideal location to encourage significant private investments in retail, restaurant, office, and residential uses, as well as a mixture of these uses. He noted that the FBC-1 designation relies on the market to decide what the use will be. As long as traffic, parking, landscaping, and other requirements are met, the question of use becomes secondary.

Mayor Ransom called for public comment

Deputy Mayor Fimia moved to authorize the inclusion in the Comprehensive Plan docket the staff-drafted proposed map and text amendments for the South Aurora Triangle area as shown in Exhibits G and H. Councilmember Hansen seconded the motion.

(a) John Chang, Shoreline, expressed support for staff's work on this issue. He said Mr. Tovar has been visionary in listening to business owners and developers and following what other cities are doing. He felt this is a progressive and active step to enhance cities and attract investors. He noted that the City of Federal Way changed their building height limits from 85 feet to 200 feet, and now Mountlake Terrace is considering similar measures. He urged the Council to take measures to attract investors, considering the \$40 million investment in Aurora Corridor improvements. He suggested that the City raise its building height limit from 65 feet to 100 feet so that commercial development doesn't extend into residential neighborhoods.

Councilmember Ryu inquired about the appropriateness of her participation in this discussion since she owns property in the subject area.

Ian Sievers, City Attorney, said her participation is permitted because it involves a change to a subarea plan, which is a legislative action.

Councilmember Ryu said she would most likely abstain from the final vote due to any perceived conflict of interest. She read from the staff report regarding the twin objectives of the South Aurora Triangle; one of which is that it be a high-quality build environment that is walkable, livable, and transit-oriented. She asked if pressure to build into neighborhoods will be decreased if more density is concentrated along Aurora Avenue through the FBC-1 designation.

Mr. Tovar said there is not enough land in single-family areas to accommodate growth targets, so these kinds of buildings will have to be part of the mix.

Regarding maximum building heights, Mayor Ransom pointed out that the Council considered mixed use and regional business a few years ago and discussed raising the building height limit to 10 floors. He said there was a public process but no clearly defined proposals or objectives, although there was general Council consensus for higher building limits. He noted that other cities have found that 12 floors, or 145 feet, is an economically feasible height standard.

Responding to Councilmember Way regarding mitigation and underground parking, he explained that all the off-site impacts resulting from building height standards would be regulated by existing code. He added that floor-area ratios and other architectural standards may be ways to limit bulk, but if Council docket the policy then staff will detail the code text amendments. He clarified that underground parking would

be assumed under most of these project scenarios, but it would be in the Development Code language that is yet to be written. He noted that structured parking could be one desired element to include in Appendix 6.

Mr. Olander suggested that specific development standards should not be included in the overall policy statement. Having too much detail in the Comprehensive Plan can conflict with the implementation of the specific development standards.

Mr. Tovar concurred, adding that the Comprehensive Plan provides the vision but it shouldn't lock the City into specific dimensional standards.

Responding to Councilmember Way, Mr. Tovar explained that the overlapping zones of Community Business and Regional Business is a vestige of old County planning. The form-based code designation is an organizing principle that includes all of the uses that might exist within mixed use; i.e. retail, office, restaurants, etc. He noted that there is no such thing as mixed use on a zoning map because it's a plan designation. The form-based code is a designing regulation that allows more flexibility.

Councilmember Way pointed out that people will probably want to know about proposals for 12-story buildings adjacent to their neighborhoods under the FBC designation.

Mr. Tovar noted that if the City decides to use a form-based code in the future, it could designate a different code, such as FBC-2, with different standards. He said the code can be tailored based on topography, geography, adjacent uses, views, etc.

Referring to page 10 of the packet, Councilmember Way suggested that the term "connectivity" be included as an element of site design requirements between Aurora Avenue and the Interurban Trail.

Deputy Mayor Fimia noted that FBC-1 would provide citizens with predictable building standards and allow the City to get mixed use where it desires it. She suggested changing Appendix 6 to say that an additional purpose of FBC-1 is to "provide predictability for and compatibility with the surrounding neighborhood." She suggested changing the wording to say that the FBC-1 designation is a tool with which the City can implement comprehensive plan policies. She felt these changes would make it more understandable to the average reader.

Councilmember Hansen noted that the motion is just to put this item on the Planning Commission docket.

Deputy Mayor Fimia clarified that the motion includes Exhibit H, which is Appendix 6.

Mr. Olander felt that Deputy Mayor Fimia's suggestions were compatible with the plan goals and that staff could incorporate those changes.

Councilmember Ryu asked about the timing for encouraging elements such as zero/low impact or green building into the process. Mr. Tovar and Mr. Olander responded that the intent is to incorporate those items into the design standards.

MEETING EXTENSION

At 9:46 p.m., Councilmember Way moved to extend the meeting until 10:30 p.m. Deputy Mayor Fimia seconded the motion, which carried 6-0.

RECESS

At 9:46 p.m., Mayor Ransom called for a five minute recess. At 9:50 p.m. the Council meeting reconvened.

(c) Proposed City Hall Delivery Method, Project, and Schedule

Jesus Sanchez introduced Bill Angle, Vice President of Government Services, Colliers International, and briefly described his extensive background in real estate, finance, and law.

Mr. Angle provided a comparison of the two primary project delivery methods for City Hall: 1) Design-Bid-Build; and 2) Design-Build/Lease-to-Own. He provided detailed descriptions of both alternatives and discussed the advantages and disadvantages of each.

The Design-Bid-Build method is commonly used for public works projects and is a universally understood process. The roles of public owner, architect, and general contractor are clear. However, this process is slow, cumbersome, and difficult to manage. In this process, change orders tend to be common and expensive, final project costs are not known until completion, and litigation is common. The private sector rarely uses this approach for these very reasons. The Design-Build/Lease-to-Own method of procurement process allows City to consider factors in addition to price. There is enhanced communication, a simplified process, and a single point of responsibility. The development contract incorporates all design and construction elements, and the project carries a Guaranteed Lease Purchase Price ("LPP"). The collaborative design and budgeting process eliminates change orders, and the construction risk is transferred to the private sector.

Continuing, Mr. Angle noted that while the Design-Build/Lease-to-Own option is a superior method, it does require a greater "belt and suspenders" upfront effort. Selecting the right development team is very important, and it requires a different contractual and management approach. However, over \$750,000,000 in Washington State projects have been built with the method since 1996, and every project has been on time or early and within budget. Mr. Angle then compared the financing and timelines of each option. Design-Bid-Build can be financed using General Obligation Bonds (G.O. Bonds), voter approved bonds, and non-voter approved bonds. These bonds are tax exempt and

considered the cheapest form of debt. Projects are prevailing wage under this financing package. Design-Build / Lease-to-Own can be financed according to RCW 35.42.010-220, including Certificates of Participation and 63-20 bonds. The debt is tax exempt, although it may be 5-10 basis points higher than Design-Bid-Build. Projects are also prevailing wage under the option. He outlined the process, timeline, and next steps under the Design-Build/Lease-to-Own scenario. Aspects of this option include:

1. Creating a basic vision / establishing project objectives
2. Issuing a Request for Qualifications / Rank & Shortlist
3. Issuing a Request for Proposals / Rank & Select Developer
4. Preparing a predevelopment budget and schedule
5. Managing the collaborative predevelopment process
6. Schematic design
7. Design development
8. Public participation

Mr. Olander illustrated the point that the costs of a "green roof" could be determined at the beginning of the Design-Build/Lease-to-Own process, so Council could choose up-front whether such feature is a priority.

Mr. Angle added that other cities have asked for the relative costs of a silver LEED rating versus a gold LEED rating, which allows them to decide what level they wish to pursue.

Deputy Mayor Fimia noted that the City Hall project budget is not unlike the budget for building a home. She asked about the process for making changes once the project is underway.

Mr. Sanchez emphasized the importance of agreeing to the project details up-front. Mr. Angle explained that developers are given an estimate of construction costs, which is a method of getting them to think about the scope of the project. They will adjust their thinking and work with their subcontractors to meet this budget estimate. He said you get a guaranteed maximum price, but you have to have a good "story," or design plan, to get the debt to finance it.

Mr. Olander noted that there are incentives built in to the structure to make it work efficiently. If a good developer is selected, they will work with competent subcontractors to ensure the project runs smoothly.

Mr. Angle added that developers and subcontractors work out their problems quickly, which generally can't be done in a hard-bid scenario. He describing a number of success stories using the Design-Build/Lease-to-Own method, including King Street Center, Issaquah District Courthouse, and Green River Community College.

Mr. Olander felt the City has an excellent team with which to proceed and asked for direction to move forward with the Design-Build/Lease-to-Own option for procurement.

Deputy Mayor Fimia moved to authorize staff to proceed with the design build/lease-to-own project for City Hall. Councilmember Gustafson seconded the motion.

Councilmember Ryu asked for the staff's opinion about whether there are qualified developers in the area who would be interested in this project. Based on Mr. Angle's presentation, her impression was that the Design-Build/Lease-to-Own process is more pleasant, less stressful, and less litigious.

Mr. Angle said the project is of sufficient size that he is confident a number of qualified developers will be interested. He affirmed that the proposed process is much easier than the traditional method.

MEETING EXTENSION

At 10:30 p.m., upon motion by Councilmember Way, seconded by Deputy Mayor Fimia and carried 6-0, the meeting was extended until 10:40 p.m.

Mr. Olander noted that there are contingencies that serve as incentives for completing the project on time and within budget. Mr. Angle concurred, noting that it's exactly the opposite to the experience of having to do change orders.

Responding to Councilmember Ryu regarding the relative costs of both methods, Mr. Angle estimated that costs under the traditional method would be 15-20 percent more than Design-Build/Lease-to-Own. Mr. Sanchez concurred, noting that you never know the final amount or the litigation costs until after the project is done.

Responding to Councilmember Ryu, staff concurred that the proposed option is better than the traditional method, even considering that the finance rate is slightly more. She asked if the intent is to purchase the building in 2-3 years. Staff responded affirmatively, noting that the suggested time frame is about three years.

Responding to Deputy Mayor Fimia, Mr. Angle noted that Bellevue used a GCGM (general contractor general manager) method for their City Hall, but this allowed for continued design changes and change orders. He pointed out that once you arrive at a development agreement, you must not make changes later.

Deputy Mayor Fimia commented that Council approved this type of project delivery method when the Echo Lake site was being considered, she didn't agree with it because the City didn't own the land and there were no limits on lease payments.

Mr. Sanchez noted that Echo Lake would have required a lease cap eventually, but the process never proceeded beyond the executive summary phase.

Deputy Mayor Fimia expressed support for the Design-Build/Lease-to-Own method.

Responding to Councilmember Way, Mr. Angle explained the suggested time frame and the difference between lease-to-own and renting. He explained that the financing that is proposed is specific to a lease-to-own method.

Councilmember Way stressed the need to ensure there is oversight and an adequate public process. Mr. Olander responded that staff will return with much more detail if the Council approves this direction.

MEETING EXTENSION

At 10:44 p.m., upon motion by Councilmember Ryu, seconded by Councilmember Way and carried 6-0, the meeting was extended until 11:00 p.m.

Councilmember Way shared some examples of green building design features she researched on the internet, noting that there is an incredible array of possibilities.

Staff concurred, adding that functionality, budget, and public sentiment will have considerable weight on the finished product.

Mr. Olander added that there are a number of good examples of sustainable building practices in the region that are both practical and cost-effective.

Councilmember Gustafson supported the Design-Build/Lease-to-Own approach for the following reasons: 1) cost control; 2) public input; 3) end product; and 4) City officials will make the ultimate decision.

Councilmember Hansen also supported the proposal, adding that it was a good presentation and quite self-explanatory.

Mayor Ransom added his support to the proposal.

A vote was taken on the motion, which carried 6-0, and staff was authorized to proceed with the design build/lease-to-own process for City Hall.

(d) Council Rules of Procedure for Appointments to Boards and Commissions

Mr. Olander explained that past Councilmember appointments to regional boards and committees have been traditionally made by the Mayor informally after negotiation amongst the Council. The Council packet includes a choice of two proposals to adopt formal procedures as part of the Council Rules of Procedure. Staff is seeking direction on which proposal to bring back to Council for consideration: Option A or Option B.

Mayor Ransom suggested that staff bring back two proposals representing both Option A and Option B.

Councilmember Hansen suggested some corrections to the wording of both options to reflect the official name of the organizations and to make the options mutually consistent.

Mayor Ransom said one of the reasons the Water District is not included is because it's never been by appointment of the Mayor.

Mr. Olander noted that the Interlocal Agreement with the Shoreline Water District calls for formation of a Citizens Advisory Committee, one member of which shall be a City Councilmember. He felt this issue could come up from time to time, so it would be advisable to include it in the procedures.

Councilmember Ryu noted that Option A seems to give the Mayor full authority to make appointments, but under Option B, the final decision is made collectively by the Council. She asked if there was any history of removing Councilmembers from boards that they wishes to serve on, and if there were any conflicts or competition between councilmembers for positions.

Mayor Ransom said there have been lots of instances where more than one Councilmember requested a position, and instances where Councilmembers were removed.

9. ADJOURNMENT

At 10:58 p.m., Mayor Ransom declared the meeting adjourned.

Scott Passey, CMC
City Clerk

This page intentionally left blank

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

| | |
|----------------------|---|
| AGENDA TITLE: | Approval of Expenses and Payroll as of January 31, 2007 |
| DEPARTMENT: | Finance |
| PRESENTED BY: | Debra S. Tarry, Finance Director |

EXECUTIVE / COUNCIL SUMMARY

It is necessary for the Council to formally approve expenses at the City Council meetings. The following claims/expenses have been reviewed pursuant to Chapter 42.24 RCW (Revised Code of Washington) "Payment of claims for expense, material, purchases-advancements."

RECOMMENDATION

Motion: I move to approve Payroll and Claims in the amount of \$1,981,446.84 specified in the following detail:

***Payroll and Benefits:**

| Payroll Period | Payment Date | EFT Numbers (EF) | Payroll Checks (PR) | Benefit Checks (AP) | Amount Paid |
|-------------------|-----------------|------------------------|---------------------------|---------------------------|----------------|
| 12/17/06-12/30/06 | 1/5/2007 | 17240-17413 | 5932-5970 | 31489-31499 | \$330,133.90 |
| 12/31/06-01/13/07 | 1/19/2007 | 17414-17591 | 5971-6008 | 31590-31603 | \$448,395.84 |
| | | | | | \$778,529.74 |

***Accounts Payable Claims:**

| Expense Register Dated | Check Number (Begin) | Check Number (End) | Amount Paid |
|------------------------------|----------------------------|--------------------------|----------------|
| 1/18/2007 | 31500 | | \$100.00 |
| 1/22/2007 | 31501 | 31506 | \$565,745.93 |
| 1/22/2007 | 31507 | | \$35.00 |
| 1/22/2007 | 31508 | 31534 | \$246,416.33 |
| 1/23/2007 | 31535 | | \$825.00 |
| 1/23/2007 | 31536 | 31542 | \$97,495.11 |
| 1/23/2007 | 31543 | | \$398.93 |
| 1/22/2007 | 31511 | | (\$4,290.90) |
| 1/25/2007 | 31544 | 31589 | \$169,517.09 |
| 1/28/2007 | 31604 | 30606 | \$23,428.27 |
| 1/28/2007 | 31607 | | \$9,903.01 |
| 1/28/2007 | 31608 | | \$3,308.60 |
| 1/28/2007 | 31609 | | \$4,789.84 |

***Accounts Payable Claims:**

| Expense Register Dated | Check Number (Begin) | Check Number (End) | Amount Paid |
|------------------------------|----------------------------|--------------------------|-----------------------|
| 1/29/2007 | 31610 | 31638 | \$58,852.84 |
| 1/31/2007 | 31639 | | \$26,392.05 |
| | | | <u>\$1,202,917.10</u> |

Approved By: City Manager _____ City Attorney _____

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | |
|----------------------|---|
| AGENDA TITLE: | Dayton Avenue N @ N 175 th Street Retaining Wall Project Construction Award |
| DEPARTMENT: | Public Works Engineering |
| PRESENTED BY: | Tricia Juhnke, Capital Projects Administrator John Vicente, Capital Projects Manager |

PROBLEM/ISSUE STATEMENT:

Staff is requesting that Council authorize the City Manager to execute a construction contract with the lowest bid contractor Kemper Construction Corporation to construct a new retaining wall and sidewalks for the Dayton Avenue N/N 175th Street Improvement Project (Dayton Project). Kemper Construction Corporation's low bid ranged from \$1,001,982.80 to \$1,149,916.80, depending upon which additives and deducts are awarded.

BACKGROUND

Deterioration of the 50+-year-old timber pile wall has been repaired over the years. The retaining wall supports Dayton Avenue N. on the west side and is approximately 150 feet long and eight plus feet tall at its highest point. A new 260 foot long steel and concrete wall will replace the old wall and will be located behind the old wall to provide sufficient room to construct the sidewalk, amenity zone, curb and gutter. The project was advertised early so that the contractor has the opportunity to advance order long lead items prior to construction in the summer.

BID RESULTS AND ANALYSIS

The bid opening was held on January 12, 2007 and there were 6 bids received. Due to the uncertainty of the current bidding market, the project was split into a base bid and three alternative/deductive bids to provide City Council with the choice of award to maintain the budget. (See Attachment/Figure 1)

- The base bid includes replacement of the existing retaining wall on Dayton Avenue N at approximately N 175th Street and a new sidewalk along the front of the wall.
- Additive bid #1 included new sidewalks along the west side of Dayton Avenue N, south of the wall and along the north side of N 172nd Street.
- Additive bid #2 included reconfiguring the intersection of Dayton Avenue N and St Lukes Place so that it resembles a typical "T" intersection.
- Deductive bid #1 provides the City with the option to close Dayton Avenue N between N 172nd Street and St Lukes Place N from July 5th to August 31st. This deduction in the total construction cost provides greater opportunity to

award the additive items and provides a more secure and safe construction zone.

The following bids were received on the project with Kemper Construction Company providing the lowest bid for the Base Bid and all alternates:

Bid Results

| Contractor | Base Bid | Additive #1 | Additive #2 | Deductive #1 |
|------------------------------|---------------------|---------------------|---------------------|--------------------|
| Kemper Construction | \$741,580.10 | \$276,402.70 | \$131,934.00 | \$16,000.00 |
| Wilder Construction | \$926,078.53 | \$247,861.50 | \$125,186.00 | \$34,385.00 |
| Construct Company | \$926,552.89 | \$254,958.11 | \$131,805.04 | \$30,000.00 |
| SCI Infrastructure | \$1,018,910.25 | \$264,185.45 | \$136,967.00 | \$40,000.00 |
| Westwater Const. | \$1,023,709.00 | \$275,599.00 | \$118,494.00 | \$20,000.00 |
| Dennis R. Craig Construction | \$1,226,888.60 | \$253,365.35 | \$143,837.95 | \$35,000.00 |
| Engineer's Estimate | \$688,073.32 | \$223,654.82 | \$86,661.85 | No Estimate |

The reference check for Kemper Construction Corporation was favorable regarding quality of construction, management of materials and staff and their fiscal management.

The bids received were higher than the projected by the Engineer's Estimate. Current project funding is not adequate to cover the cost of the entire project, base bids plus alternatives. Below are options proposed by staff for awarding the project and the summary of financial strategies for each option:

Award Option Summary

| Contractor | Option 1 – Wall and Road Closure | Option 2 – Wall, Sidewalks, and Road Closure | Option 3 – Wall and Sidewalks |
|---------------------------|----------------------------------|--|-------------------------------|
| Kemper Construction Corp. | \$725,580.10 | \$1,001,982.80 | \$1,017,982.80 |

Award Option 1 – Wall and Road Closure:

This option awards the Base Bid and Deductive Bid #1. This award option would construct the new retaining wall and allow the full closure of Dayton Avenue between N 172nd Street and St. Luke Place N. Total cost for this option is \$ 725,580. There is sufficient budget to construct this option. This option would not allow for construction of sidewalks under bid additive #1 which includes the TIB Grant as a revenue source.

Award Option 2 – Wall, Sidewalks and Road Closure:

This option awards the Base Bid, Alternative Bid #1 and Deductive Bid #1. This award option would construct the new retaining wall, sidewalks, and allow full closure of Dayton Avenue N. Total cost for this option is \$1,001,982.80. This option allows for the construction of sidewalks but also requires additional funding to cover construction costs (including contingency) plus costs for staff, engineering and construction management of the contract. Selection of this option requires increasing the project budget a total amount of \$254,000. Funding options are presented below.

The Base Bid will construct a sidewalk directly in front of the wall only and connect to the sidewalk to the north of the wall. The Additive Bid #1 will continue the new sidewalks south of the wall and along N 172nd where it will connect with the sidewalk along Fremont Avenue N in front of Shorewood High School. The new sidewalks are along the student walk route for Shorewood High School and pedestrians wishing to access bus routes on Aurora Avenue and Dayton Avenue N. Awarding Additive Bid 1 will provide sidewalks from St Lukes Elementary to Fremont Avenue N. Dayton Avenue N is classified as a minor arterial with approximately 9,000 cars per day; adding sidewalks will increase safety for pedestrians. The attached figure 1 shows the location of the proposed new sidewalks.

Award Option 3 – Wall and Sidewalks:

This option awards the Base Bid and Alternative Bid #1. This award option would construct the new retaining wall and sidewalks. Total cost for this option is \$1,017,982.80. This option allows for the construction of sidewalks but also requires additional funding to cover construction costs (including contingency) plus costs for staff, engineering and construction management of the contract. Selection of this option requires increasing the project budget a total amount of \$270,000, due to the additional \$16,000 associated with keeping the road open during construction. Funding options are presented below.

Deductive Bid #1:

Closure of Dayton Avenue N would occur between N 172nd Street and St. Luke Place N. The closure would be allowed 24-hours a day, 7 days a week and would be between July 5th and August 31st, or a total duration of 58 days. The contractor would be required to open the road for through traffic by 5pm, on August 31st, regardless of what stage of construction they are in. The closure of Dayton Avenue N is recommended for safety, operational, and cost issues. Without the closure of Dayton Avenue N, there would be complications from trying to construct the wall in limited space and allowing for safe passage of vehicles and pedestrians. Closing the road reduces these complications and reduces potential risk to the public. Closing the road would require detours around the construction zone. Keeping Dayton open during construction would require additional traffic control and result on daily long term delays and most likely impact traffic at the signal at the intersection of N 172nd Street. Long delays will most likely result in traffic diversions if Dayton is kept open.

The attached figure 2 shows the proposed detour map and the anticipated alternate routes drivers may choose to take as opposed to the detour. The City would post advanced warning signs of the road closure and would publish the closure in the local

and regional newspapers. Upon closure, information signs will be posted at key locations to alert drivers of the closure and provide contact information. Emergency services, Shoreline School District, and St. Lukes Elementary have been consulted on the closure and are comfortable with the closure as described above. Closing of Dayton will also provide the City a credit of \$16,000. There are other potential costs that are of high risk if the road should remain open. For example, damage to the road could be more extensive as a result of increased construction activity outside the work zone. This may require rebuilding the roadway at double the area than if Dayton were closed.

There are a few private residences along Dayton Avenue North in the proposed closure area. Provisions have been included within the construction contract documents requiring the contractor to provide access to residences at all time. If access must be restricted, the contractor is to provide the residences with 48-hour notice and provide parking and assistance to their respective homes if necessary. Access must be provided to the residences by the end of each work day.

To keep the cost of construction down, staff is not recommending awarding Additive Bid #2. As there is no grant associated with the additive, and sidewalks currently exist at this location, the work can be delayed for another time when funding is available.

Regardless of the option selected, there are 60 working days to the contract. The project would begin on June 25th and is expected to be completed by fall 2007, weather permitting.

Staff is recommending that Council award Option #2. Below is a break down on the financial analysis.

FINANCIAL IMPACT: The construction budget for this project is \$994,000 which includes a \$135,200 TIB grant associated with Alternative 1 improvements. For option 1, \$72,000 is needed for staff time, engineering and construction management services during construction, and 1% for the arts. For option #2 and #3, \$140,000 is needed for staff time, engineering and construction management services during construction, and 1% for the arts. Below lists the funding strategies for each option:

| Description | Option 1 – Wall and Road Closure | Option 2 – Wall, Sidewalks, and Road Closure | Option 3 – Wall and Sidewalks |
|--------------------------------------|----------------------------------|--|-------------------------------|
| Construction Award | \$725,580 | \$1,001,982.80 | \$1,017,982.80 |
| Construction Contingency | \$72,558 | \$100,198.28 | \$101,798.28 |
| Other Construction Costs | \$72,000 | \$140,000 | \$140,000 |
| Total Construction Cost | \$870,138 | \$1,242,181.08 | \$1,259,781.08 |
| Available Project Budget, City Funds | \$858,800 | \$858,800 | \$858,800 |
| TIB Grant | \$0.00 | \$135,200 | \$135,200 |
| Additional Budget Required | \$11,338 | \$248,181.08 | \$265,781.08 |

Funding Strategies:

| Description | Option 1 – Wall and Road Closure | Option 2 – Wall, Sidewalks, and Road Closure | Option 3 – Wall and Sidewalks |
|--|----------------------------------|--|-------------------------------|
| Reduce Construction Contingency | - \$12,000 | \$0.00 | \$0.00 |
| Real Estate Excise Tax Funds | \$0.00 | \$119,000 | \$119,000 |
| North City Project Savings | \$0.00 | \$100,000 | \$100,000 |
| Sidewalk "in lieu" funds | \$0.00 | \$20,000 | \$20,000 |
| Surface Water Fund | \$0.00 | \$15,000 | \$15,000 |
| 2006 Savings from Roads Capital projects | \$0.00 | \$0.00 | \$16,000 |
| Total increase (decrease) in funding | (\$12,000.00) | \$254,000 | \$270,000 |

Option 1 would not require a budget revision at this time, but contingency would be small for a project of this size and scope. A budget revision would possibly be needed in the future to cover unanticipated conditions that occur during construction. The Real Estate Excise Tax funds are revenues in excess of those projected for 2006. The North City Project has been completed and will come in under budget which allows funding to be unencumbered and transferred to other projects. The sidewalk "in lieu" funds are derived from payments from developers in exchange for providing right of way improvements. These "in lieu of" funds were collected in 2006 and must be used for new sidewalk construction. Typically "in lieu of" funds are allocated to the Sidewalk Priority Program. The Base Bid and Additive Bid have surface water elements that can be paid for by excess Surface Water funds not spent in 2006 or otherwise allocated to other projects. The 2006 savings from Roads Capital projects are funds not spent in 2006 or otherwise allocated from the Roads Capital Engineering and Transportation Project Formulation funds. With the exception of the "in lieu" of funds, these revenues sources are all surplus in 2006 and will be identified as part of the carryover process for 2006. At this time, none of the above funding sources have been assigned to other projects or operating budgets.

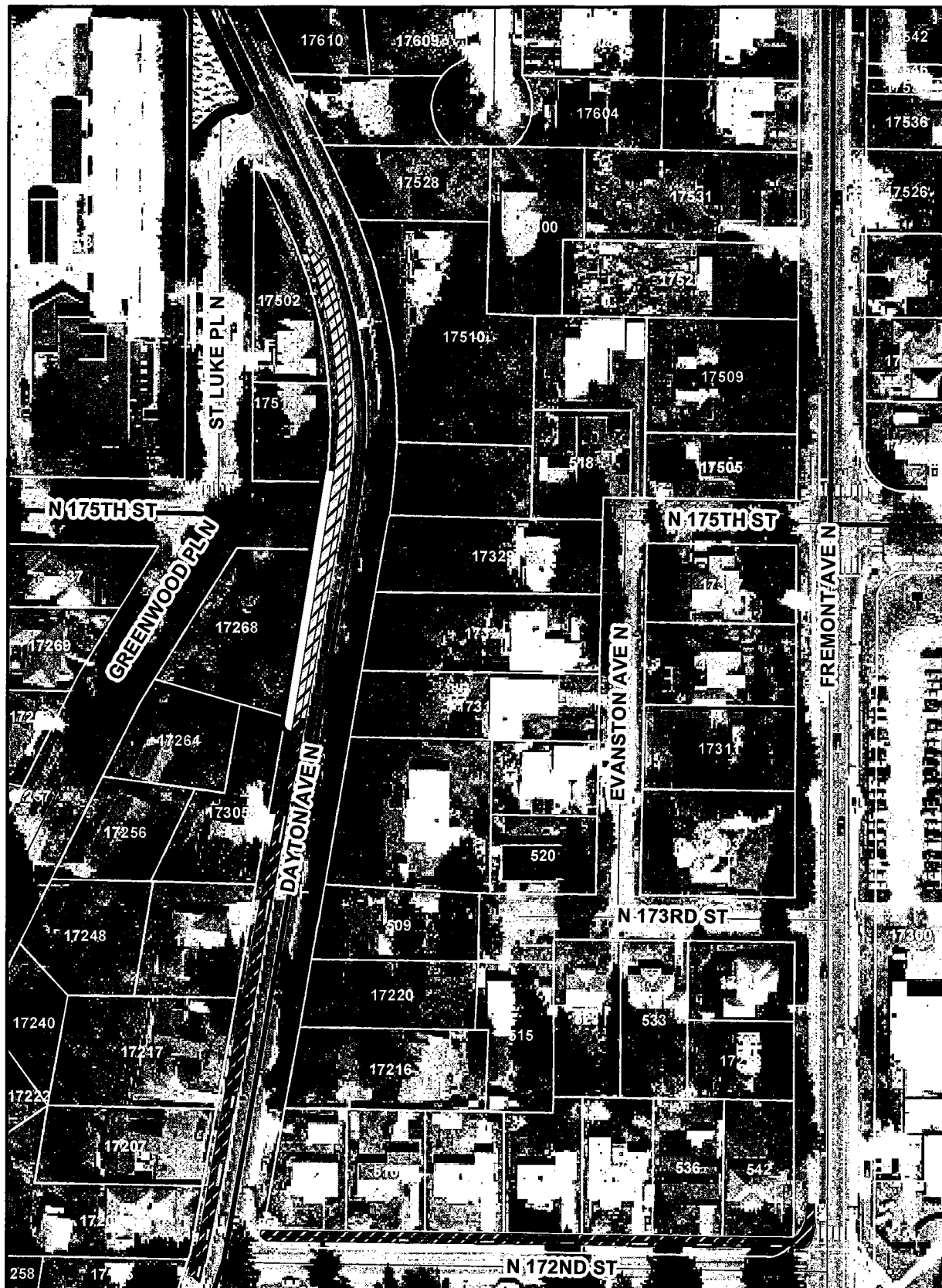
If Council agrees with this approach, Staff will include these funding strategies in the budget ordinance which is scheduled for the March 26th Council meeting. This budget ordinance includes the annual prior year carryover requests and other required amendments.

RECOMMENDATION

Staff recommends that Council award the Base Bid plus Additive Bid #1 and Deductive Bid #1 and authorize the City Manager to execute a construction contract with Kemper Construction Corporation for an amount not to exceed \$1,001,982.80 (Option 2, Page 3) and authorize the City Manager the use of up to a 10% contingency authority to complete the Dayton Project.

Approved By: City Manager  City Attorney _____

Figure 1



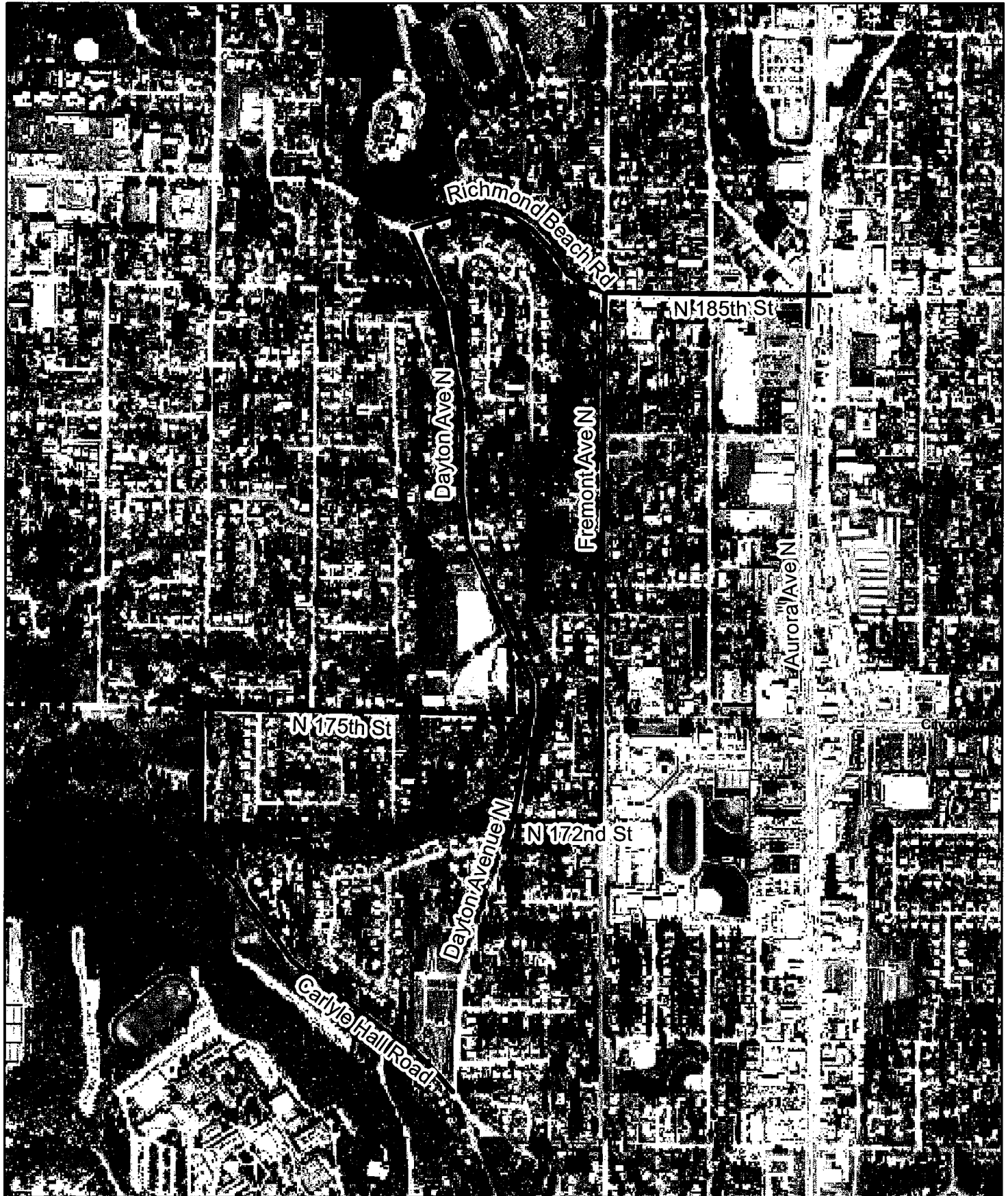
Dayton Ave N/N 175th Retaining Wall Project

-  New Sidewalk with Amenity Zone -- Base Bid
  New Wall Location
-  New Sidewalk with Amenity Zone -- Additive Bid 1
  New Sidewalk with Amenity Zone -- Additive Bid 2
  New Landscaping Additive Bid 2



Figure 2

Dayton Avenue N Closure Detour Routes -- Dayton Avenue North Project



This page intentionally left blank

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| |
|---|
| <p>AGENDA TITLE: Ordinance #458 – Modifying Term Limits for Park Board DEPARTMENT: Parks, Recreation, and Cultural Services PRESENTED BY: Dick Deal, PRCS Director</p> |
|---|

PROBLEM/ISSUE STATEMENT:

The Shoreline Municipal Code Chapter 2.55 established term limits for the Park, Recreation, and Cultural Services Board (Park Board) members. The Code was created in 1998 and limits Park Board members to two four-year terms. This was done initially to stagger the expiration dates for terms of some members who served only two years on their first term; since then all terms have been four-year terms.

The Park Board is very active in assisting and guiding Parks, Recreation, and Cultural Services staff in the development of master site plans and facility improvements. Currently there are nineteen park projects scheduled in the 2007 – 2012 Capital Improvement Plan. The number of projects increased substantially with the passage of the Park, Open Space, and Trails Bond Issue in May 2006. Eight of the current Park Board members are now serving their second term and based on the existing Code, will not be eligible for re-appointment at the end of their term. Five Park Board member terms will expire in March 2007, with three additional terms expiring in March 2009. All will have served the maximum time allowable by existing Code and will need to be replaced.

Staff is confident there are other community members interested in serving on the Park Board, but to lose 80% of the Park Board membership with their historical knowledge and perspective at this critical time in the development of our park system will be difficult for the continuity of our programs and projects.

As discussed at the City Council meeting on January 22, 2007 the addition of a third four-year term for Park Board members will allow staff to complete the majority of bond issue and other CIP projects with guidance from the Board that helped create these opportunities for improvements. Attached is Ordinance No. 458 that reflects the City Council's comments at the January 22nd meeting. Changes in the attached Ordinance include:

- The creation of two new youth positions for sixteen to twenty-five year olds
- The elimination of the "alternate" position at the completion of their current term
- Increasing the number of four-year terms a member can serve from two terms to three terms.

At the Thursday, January 25th meeting of the Park Board, there was much discussion on this proposal and members were pleased with the Council's interest in allowing an additional four-year term. They also thought the creation of two youth positions was a very good idea. They asked staff to relay to Council that they would prefer the following changes be considered for these positions.

- Youth members serve a two-year term (not four-years terms as proposed)
- All City of Shoreline middle school and high school students be eligible to apply for these positions (not sixteen to twenty-five year olds as proposed)

FINANCIAL IMPACT:

There is no financial impact created by adding the youth positions, eliminating the current "alternate" position, or adding the additional four-year term.

RECOMMENDATION

Staff recommends that the City Council adopt Ordinance No. 458 with the following modifications as recommended by the Park Board:

- Youth terms are two-year terms
- Youth terms are open to all middle school and high school students who reside in the City of Shoreline.

Approved By:

City Manager



City Attorney



Attachments: Ordinance No. 458

ORDINANCE NO. 458

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, REMOVING AMENDING TERM LIMITS AND ADDING YOUTH MEMBERS TO THE PARKS BOARD; AND AMENDING SHORELINE MUNICIPAL CODE CHAPTER 2.55.

WHEREAS, The City of Shoreline established term limits of two consecutive terms for appointees to the Parks Board when this advisory bodies was created; and

WHEREAS, the Council finds that the Council reappointment process for new terms protects the City's interest in diverse viewpoints and citizen opportunity to serve without arbitrarily sacrificing valuable experience and expertise with excessive limits on consecutive terms; and

WHEREAS, the youth of our community are primary users of parks, trails and recreational programs and their representation on the Parks Board should be encouraged and assured; now therefore

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

Section 1. Amendment. Shoreline Municipal Code 2.55.020 is amended as follows:

The board shall consist of eleven members.. Only persons who reside, own property or are employed in the city of Shoreline shall be eligible for membership on the parks, recreation and cultural services board. Two members shall be between the ages of sixteen and twenty-five at the beginning of their term in addition to meeting other eligibility requirements. Members shall serve without compensation but may be reimbursed for reasonable expenses pursuant to city ordinances and policies. The position of a member shall become vacant upon such member's ceasing to reside within, own property within, or be employed within the Shoreline city limits. The position of a member shall be forfeited and become vacant for failure to attend three regular consecutive meetings of the board, unless such absence is excused by a majority of the board. Vacancies occurring other than through the expiration of terms shall be filled for the unexpired terms in the same manner as for appointments as provided in this chapter.

Members shall serve four-year terms with no member serving more than three consecutive four-year terms. Terms shall expire the thirty-first day of March. ~~No board member shall serve more than 10 consecutive years.~~

Section 2. Implementation. The amendments of Section 1 of this ordinance changing the limits on consecutive terms shall take effect with the effective date of this ordinance. The amendments of Section 1 changing the membership of the board shall be implimented as follows:

a. The removal of the alternate member from board membership shall take effect at the expiration of the two-year term of the current alternate member.

b. The two additional positions to the board added by the amendment shall be filled by members satisfying the youth qualifications. One of these positions shall be added on April 1, 2007, the second shall be added on April 1, 2009.

Section 2. Publication, Effective Date. A summary of this ordinance consisting of its title shall be published in the official newspaper of the City. This ordinance shall take effect and be in full force five days after passage and publication.

PASSED BY THE CITY COUNCIL ON January 22, 2007.

Mayor Robert L. Ransom

ATTEST:

APPROVED AS TO FORM:

Scott Passey
City Clerk

Ian Sievers
City Attorney

Date of Publication:
Effective Date:

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | |
|----------------------|--|
| AGENDA TITLE: | Motion to Authorize the City Manager to execute a contract amendment for Project Management Services –Shoreline Civic Center |
| DEPARTMENT: | City Manager's Office |
| PRESENTED BY: | Jesus Sanchez, Operations Manager/Project Manager |

BACKGROUND

The above referenced project was awarded in November 2006 with Mr. William Angle of Colliers International. Among other elements of the original bid, the contract bid cost submitted was \$170,000 plus miscellaneous expenses (administrative costs, printing, and presentation boards); however, the actual contract award was reduced in scope and at a cost not to exceed \$3,000. The scope of services at that time required limited consultation services for the purposes of presenting to Council a contrast of design delivery methods from the traditional public works bidding process. With the authority provided by Council at the January 22, 2007 meeting to proceed with a design/build delivery method, we are requesting a contact amendment for the balance of the original scope of work in the RFP for consultant services.

PROBLEM/ISSUE STATEMENT:

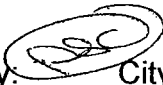

Staff is requesting that Council authorize the City Manager to execute a contract amendment to the original contract with Mr. William Angle, for the balance of the scope of services as defined in the origin bid in the RFP (See Attachment A). Mr. Angle was the best qualified candidate after a panel review based on an evaluation matrix design. Cost was one of the items in the evaluation, but not the determining factor.

Due to the importance of the Civic Center Project along with developing market trends, it is important that we proceed with the next steps of the program for design and construction of a new Civic Center for the City Of Shoreline. Mr. Angle has submitted an aggressive yet carefully planned schedule designed to achieve the our goals to build a cost conscious and quality civic building taking into account public input, sustainable development, and integrated public art (See Attachment B-Schedule).

FINANCIAL IMPACT: The contract amendment is for \$167,000, representing approximately less then one percent (1%) of projected construction costs. There are sufficient funds in the City Hall Project to cover the contract amendment costs.

RECOMMENDATION

Staff recommends the Council authorize the City Manager to execute a contract amendment with William Angle, for an amount not to exceed \$167,000.

Approved By:  City Manager _____ City Attorney  _____

Attachments

Attachment A-Scope of Work
Attachment B- Draft Schedule

Scope of Work:
Project Concept / Competitive Process / Predevelopment
Shoreline City Hall Project

A. Oversee Concepts:

- In collaboration with City officials, describe in narrative form / graphically illustrate the proposed Project, its location, its rationale, and its importance to the community;
- Review, identify, articulate programmatic scope of facility / Project to be developed;
- Identify and empower the City's Project leader; outline scope, authority, responsibilities;
- Consider Project delivery alternatives; identify the most advantageous Project delivery method;
- Model financing alternatives; in collaboration with City officials determine the most advantageous financing method based upon Project delivery method;
- Formulate / refine a public-private design-build, lease-to-own delivery approach to Project;
- Establish consensus among Project participants (& stakeholders) re: utilizing this approach;

B. Establish Project Objectives:

- In collaboration with City officials, establish, prioritize and document the Project Objectives;
- Examples might include: quality vs. cost, delivery schedule requirements, environmental impacts, City image, etc.
- Project objectives become the guiding principles of the project, influencing many Project decisions;
- Project Objectives will have significant impact on Project delivery method, schedules, financing, assumption, assumption of risks by City, etc.;

C. Create a Basic Vision of the Project:

- In collaboration with City officials and its public participation process, describe a vision that combines a preliminary building program, perspective sketch(es) of the project, an urban design concept plan, preliminary blocking and elevations of the building, a preliminary schedule;
- Consider location, facilities master plan, sense of place, employee efficiencies, parking, long term investment, etc.;
- Review the Project site master plan in light of City planning policies;
- Document and quantify the proposed land and building uses;
- This "basic vision" is considerably less than a "schematic design", which typically might require six to eight weeks and not insignificant funding;

D. Determine the Market Demand for any Private Sector Uses of the Project:

- With regard to potential private sector tenancy (in a larger Project), understand market demand and underlying economics;

- Essential step in the predevelopment process;
- Results will help identify risk elements of different development scenarios;
- This analysis will ripple throughout the decision making process;

E. Prepare a Predevelopment Budget & Schedule:

- In collaboration with City officials, propose / review / obtain consensus for a reasonable predevelopment budget & schedule timeline;
- Educate elected City officials with regard to likely development budgets and construction timeline.

F. Request for Qualifications - Developers:

- Draft RFQ;
- Review with City Attorney;
- Obtain City Agreement;
- Finalize;
- Oversee Procurement Office distribution;
- Run Informational Meetings;
- Answer Inquiries;
- Review Responses to RFQ;
- Prepare Report for Selection Committee;
- Rank;
- Notify Finalists;

G. Prepare Request for Proposals – Developers:

- Draft RFP, Development Agreement, Budget Template;
- Review with City Attorney;
- Obtain City Agreement;
- Finalize;
- Oversee Procurement Office distribution;
- Run Informational Meetings;
- Answer Inquiries;
- Review Responses to RFP;
- Prepare Report for Selection Committee;
- Rank;
- Select developer;

H. Manage the Collaborative Pre-development Process/Development Agreement:

- Define collaborative process;
- Coordinate and oversee negotiations;
- Define deliverables (design, Project budget, etc.);
- Agree upon reimbursable pre-development budget;
- Agree upon a final schedule;
- Negotiate final terms of development agreement;
- Attend weekly design / pre-development meetings;

- Interface with bond counsel, underwriters, City Attorney, etc. re financing method;
- Coordinate legal issues, e.g., real estate, construction and tax exempt debt, etc. with City Attorney in preparation for closing;
- Coordinate and oversee transaction closing;

I. Brief Elected Officials: In collaboration with City staff

- Keep elected officials apprised of Project approach, current status, etc.

(If 63-20 is decided upon as a financing method)

J. Request for Qualifications – Facilitating 63-20 Non-Profit:

- Draft RFQ;
- Review with City Attorney;
- Obtain City Agreement;
- Finalize;
- Oversee Procurement Office distribution;
- Review Responses to RFQ;
- Prepare Report for Selection Committee
- Rank;
- Notify;

| Week # | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
|--|------------------------|----------------------|------------------------|------------------------|--------------------------|-------------------|---------------------|---------------------|---------------------|-------------------|--------------------|---------------------|---------------------|--------------------------|------------------|-------------------|-------------------|-------------------------|------------------|--------------------|--------------------|--------------------|
| | Jan / Feb 31 thru 2 | February 5 thru 9 | February 12 thru 16 | February 19 thru 23 | Feb / March 26 thru 2 | March 5 thru 9 | March 12 thru 16 | March 19 thru 23 | March 26 thru 30 | April 2 thru 6 | April 9 thru 13 | April 16 thru 20 | April 23 thru 27 | April / May 30 thru 4 | May 7 thru 11 | May 14 thru 18 | May 21 thru 25 | May / June 28 thru 1 | June 4 thru 8 | June 11 thru 15 | June 18 thru 22 | June 25 thru 29 |
| RFQ - Ten Weeks | | | | | | | | | | | | | | | | | | | | | | |
| 1st Draft Delivery | 31-Jan | 6-Feb | | | | | | | | | | | | | | | | | | | | |
| Review & Edit | 6 days | | | | | | | | | | | | | | | | | | | | | |
| Final Edits - Prepare for Publication | 14 days | | | | | | | | | | | | | | | | | | | | | |
| Publication & Publicity | 1 day | | | | | | | | | | | | | | | | | | | | | |
| Written Notices | | | | | | | | | | | | | | | | | | | | | | |
| Direct Calls to Developers | 14 days | | | | | | | | | | | | | | | | | | | | | |
| Pre-submittal Conference | 14 days | | | | | | | | | | | | | | | | | | | | | |
| Written Question(s) Deadline | 1 day | | | | | | | | | | | | | | | | | | | | | |
| Submittals Due | 35 days | | | | | | | | | | | | | | | | | | | | | |
| Score & Rank | 21 days | | | | | | | | | | | | | | | | | | | | | |
| Notify Finalists | 1 day | | | | | | | | | | | | | | | | | | | | | |
| Council Briefing / Next Steps | 1 day | | | | | | | | | | | | | | | | | | | | | |
| Community Input | | | | | | | | | | | | | | | | | | | | | | |
| Written Notices / Advertisements | 28 days | | | | | | | | | | | | | | | | | | | | | |
| Community Evening / Oral Commentary | 1 day | | | | | | | | | | | | | | | | | | | | | |
| Written Comments Due | 7 days | | | | | | | | | | | | | | | | | | | | | |
| RFP - | | | | | | | | | | | | | | | | | | | | | | |
| Outline & Delivery of Outline | 14 days | | | | | | | | | | | | | | | | | | | | | |
| 1st Draft Delivery | 7 days | | | | | | | | | | | | | | | | | | | | | |
| Review & Edit | 7 days | | | | | | | | | | | | | | | | | | | | | |
| 2nd Draft Delivery | 7 days | | | | | | | | | | | | | | | | | | | | | |
| Incorporate Public Comments, Review & Edit | 14 days | | | | | | | | | | | | | | | | | | | | | |
| 3rd Draft Delivery | 7 days | | | | | | | | | | | | | | | | | | | | | |
| Review & Prepare for Publication | 7 days | | | | | | | | | | | | | | | | | | | | | |
| Publication | 1 day | | | | | | | | | | | | | | | | | | | | | |
| Pre-submittal Conference | 1 day | | | | | | | | | | | | | | | | | | | | | |
| Written Question(s) Deadline | 1 day | | | | | | | | | | | | | | | | | | | | | |
| Proposals Due | 56 days | | | | | | | | | | | | | | | | | | | | | |
| Score & Rank | 21 days | | | | | | | | | | | | | | | | | | | | | |
| Final Selection of Developer | 1 day | | | | | | | | | | | | | | | | | | | | | |
| Council Briefing / Next Steps | 1 day | | | | | | | | | | | | | | | | | | | | | |

Council Meeting Date: February 12, 2007

Agenda Item: 8(a)

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | |
|----------------------|---|
| AGENDA TITLE: | Amendments to Council Rules of Procedure for Appointments to Boards and Commissions |
| DEPARTMENT: | City Manager's Office |
| PRESENTED BY: | Robert L. Olander, City Manager |

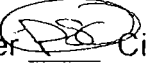
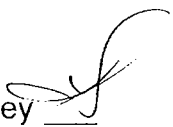
PROBLEM / ISSUE STATEMENT:

In the past the Mayor has utilized informal procedures and consensus for Councilmember appointments to certain boards and committees. The attached resolutions provide for amendments to the City Council Rules of Procedure to formalize this procedure. Option A has been submitted by the Mayor while Option B is submitted by staff. The only significant difference is that Option B requires confirmation of the appointments by the City Council at a regular meeting. Another difference is that Option A is more flexible in providing for appointments to other local committees that may develop in the future.

FINANCIAL IMPACT:

No financial impact.

RECOMMENDATION:

Approved By: City Manager  City Attorney 

Attachments: Option A
Option B

Option A

RESOLUTION NO. 255

**A RESOLUTION OF THE CITY OF SHORELINE,
WASHINGTON, ADOPTING THE PROCEDURE FOR COUNCIL
APPOINTMENTS TO INTERGOVERNMENTAL AND AD HOC
COUNCIL BOARDS AND COMMITTEES AS PART OF COUNCIL
RULES OF PROCEDURE**

WHEREAS, the City of Shoreline has adopted Rules OF Procedure for the orderly conduct of Council business including duties of Council officers; and

WHEREAS, the City participates in a number of intergovernmental boards and committees, and the Council establishes ad hoc council committees to more efficiently perform the City's business, both of which require councilmember appointments; and

WHEREAS, a standing rule for these appointments should be added to the Rules of Procedure to avoid confusion or inconsistency in filling these positions; now therefore.

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

Section 1. New Rule. A new rule is added to Section 2 of the Council *Rules of Procedure* to read as follows:

- 2.3.B. 6 The Mayor shall appoint councilmembers to boards and committees that are not otherwise specified by the National League of Cities, Association of Washington Cities, or King County/Suburban Cities Association. These include:
1. Seashore – Two voting members and one alternate
 2. Suburban Cities Association Public Issues Committee – One voting member and one alternate
 3. Water Resource Inventory Area 8 – One voting member and one alternate
 4. Shoreline Water District Citizens Advisory Committee-One voting member and one alternate
 5. Ad hoc City Council subcommittees such as interview panels.

Prior to appointment the Mayor shall solicit interest from councilmembers for their preferred appointments. The Mayor shall then circulate the final appointment list to the Council at least 5 days prior to appointment. The list may be referred to the full Council pursuant to Rule 3.2 A or B.

ADOPTED BY THE CITY COUNCIL ON FEBRUARY 12, 2007.

Mayor Robert L. Ransom

ATTEST:

Scott Passey, CMC
City Clerk

Option B

RESOLUTION NO. 255

**A RESOLUTION OF THE CITY OF SHORELINE,
WASHINGTON, ADOPTING THE PROCEDURE FOR COUNCIL
APPOINTMENTS TO INTERGOVERNMENTAL AND AD HOC
COUNCIL BOARDS AND COMMITTEES AS PART OF COUNCIL
RULES OF PROCEDURE**

WHEREAS, the City of Shoreline has adopted Rules OF Procedure for the orderly conduct of Council business including duties of Council officers; and

WHEREAS, the City participates in a number of intergovernmental boards and committees, and the Council establishes ad hoc council committees to more efficiently perform the City's business, both of which require councilmember appointments; and

WHEREAS, a standing rule for these appointments should be added to the Rules of Procedure to avoid confusion or inconsistency in filling these positions; now therefore.

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

Section 1. New Rule. A new rule is added to Section 2 of the Council *Rules of Procedure* to read as follows:

- 2.5 Appointments to Committees and Boards
The Mayor shall appoint, subject to Council confirmation, councilmembers to the following committees:
1. Seashore – Two voting members and one alternate
 2. Suburban Cities Association Public Issues Committee – One voting member and one alternate
 3. Water Resource Inventory Area 8 – One voting member and one alternate
 4. Shoreline Water District Citizens Advisory Committee-One voting member and one alternate
 5. Ad hoc City Council subcommittees such as interview panels.

Prior to appointment the Mayor shall solicit interest from Councilmembers for their preferred committee assignments. The Mayor shall then circulate the final appointment list to the Council at least 5 days prior to a vote of confirmation at a regular Council meeting.

ADOPTED BY THE CITY COUNCIL ON FEBRUARY 12, 2007.

Mayor Robert L. Ransom

ATTEST:

Scott Passey, CMC
City Clerk

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | |
|----------------------|---|
| AGENDA TITLE: | Richmond Beach Saltwater Park Master Plan & Improvements |
| DEPARTMENT: | Parks & Recreation |
| PRESENTED BY: | Dick Deal, Director of Parks, Recreation and Cultural Services Dave Buchan, Capital Projects Manager |

This report provides Council with background and recommendations regarding adoption of the Saltwater Park Master Site Plan and a proposed approach to design of individual capital project elements that form the Phase 1 package of capital improvements for Saltwater Park.

BACKGROUND:

On November 6, 2006, Council was briefed on the elements of the draft Master Site Plan for Saltwater Park. This review included 1) the detailed assessment of existing site conditions; 2) the public involvement process; and 3) a review of the proposed Phase 1 capital projects that evolved out of the master plan process.

1) The site assessment documented existing conditions on and adjacent to the site and provided important baseline information for program and design parameters. Four categories of information were researched and recorded:

- . an onsite visual survey of all existing and adjacent site features and conditions;
- . vegetation identification and mapping by plant communities including invasive species;
- . a geotechnical assessment with areas of erosion and instability;
- . and a civil engineering assessment of location and adequacy of existing utilities.

2) The program of public involvement activities for Saltwater Park was discussed, including:

- . interviews with key stakeholders,
- . two public workshops
- . and the widespread distribution of public opinion questionnaires.

Combined, this information confirmed the public's desire to keep Saltwater Park in a more natural state and work towards preserving and enhancing the natural character of the park.

A group of guiding principles was developed for Saltwater Park that form the foundation of the proposed Master Plan. These principles are:

- a. preserve and project the park as a community asset and amenity;
- b. improve accessibility to the beach and amenities of the park and to views

of Puget Sound;

- c. improve the overall appearance of the park without significantly altering its existing character;
- d. upgrade existing site improvements to improve their safety and durability, extend their useful life and integrate their design;
- e. implement a series of selective site improvements and a program of restoration ecology to control erosion and eliminate invasive plant species;
- f. and increase the capacity of the park by providing improved, safe and convenient access to all parts of the park.

3) Staff presented Council with a list of suggested park improvements for Saltwater Park (see Phase 1 Projects below) that have evolved out of the public process, that have received strong public support and that are consistent with the adopted park principles.

COUNCIL REVIEW OF DRAFT MASTER PLAN

During the November 6, 2006 Council briefing, Council members provided comments about the proposed master plan. Council expressed strong support for the public process and the draft plan. As design work continues, Staff will provide Council with updates for additional review. Staff will bring a formal presentation of the design development drawings to Council before beginning the final construction documents for bidding and construction.

RICHMOND BEACH SALTWATER PARK MASTER PLAN

Attached is the final draft Master Plan for Council review and adoption. Following Council review and adoption of the plan an Executive Summary of the document will be prepared for general distribution to community groups, park volunteers, staff other interested parties.

CAPITAL IMPROVEMENTS AT SALTWATER PARK

A list of park improvements was developed from public input. These projects address both immediate needs and long range improvements. Improvements have been labeled in two categories: Phase 1 and Projects for Future Study.

The Phase 1 Projects:

In an effort to move ahead promptly with proposed Saltwater Park projects, staff and the design team focused on a list of "Phase 1" projects that have strong community support and meet immediate park needs. Phase 1 projects will be under construction by the end of the year. Staff anticipates a construction period of 150 days to complete the project. In this way the public can benefit from improved safety and environmental conditions of these projects in the near term while we carefully review the scope of longer range projects to be implemented in the future.

The following is the list of projects that make up the Phase 1 group of individual projects for Saltwater Park. The design team has estimated a range of total project cost for implementation of each of the individual projects in the Phase 1 group and this list has been reviewed and approved by the PRCS Board.

a) Park Entrance Improvements

The park entrance improvements will:

- create a safe and inviting path for pedestrians entering along 20th Avenue NE;
- provide a new park entrance sign;
- create a traffic calming landscaped median at the park entrance to slow down vehicles and improve safety for pedestrians;
- and provide an overlook with seating at the top of the bluff.

Cost range: \$85,000 – 100,000

b) Road way Improvements

The park road improvements will:

- stabilize the roadway;
- control drainage and surface water runoff;
- provide a parallel pedestrian path beside the road to separate pedestrians from vehicles;
- provide a defined edge to the path to control pedestrian traffic and stormwater runoff from entering steep slopes;
- and widen the road to enable limited overflow parallel parking.

Cost range: \$550,000 – \$680,000

c) Steep Slope Stairs and trails

The steep slope stairs and trails improvements will:

- improve connections to activity areas across steep slopes with raised stairs and boardwalks;
- Control pedestrian traffic, reduce erosion and protect vegetation along steep fragile slopes.
- Add new intermittent platforms with seating for enjoying views;
- Create an uninterrupted vegetated ground plane beneath the stair and trail structure.
- Address a priority connection from the park entrance to the central activity area and the lower parking lot.

Cost range: \$250,000 - \$340,000

d) Steep Slope Stabilization

Steep slope stabilization improvements will:

- create a program of removing invasive plants and replacing them with dune grass and other native plant species tolerant of dry, sandy and gravelly soils;
- create a community participation program to involve volunteers in this effort; and working with the University of Washington Restoration Ecology Network to assist with the implementation of the revegetation and invasive species removal.
- Establish an ongoing program to restore and maintain this park habitat.

Cost range: \$50,000 - \$70,000

e) Bridge Safety, Appearance and Beach Trailhead

The bridge safety, appearance and beach trailhead improvements will:

- Improve access gradients at both ends of the bridge.

- Improve the bridge walking surface;
 - Add new fencing, guard rails and paint
- Cost range: \$425,000 - \$600,000

f) Beach Wash Down Area

The beach wash-down area will:

- provide an accessible outdoor shower and hose connection;
- provide a platform or bench to place cleaned equipment and to control drainage and runoff.

Cost range: \$17,000 - \$25,000

g) Overlook parking across from caretaker's residence

A new paved parking area on the west side of the road will:

- provide an ideal location to park and enjoy the view.
- serve as a better parking location for Bluff Trail users.

Cost range: \$100,000 - \$130,000

h) Mid-level Terrace

The mid-level terrace will:

- expand available parking in this area;
- create a lawn area for informal recreation, picnicking, or private gatherings such as weddings.

Cost range: \$300,000 - \$425,000

i) Signage and Interpretation

The signage and interpretation project will:

- design, fabricate and install a series of interpretive signs;
- explain the history, natural features and ecology of the Park and City.
- direct and inform park users of amenities within the park.

Cost range: \$100,000 - \$130,000

The total project cost for these proposed Phase 1 projects range from \$1,877,000 to 2,500,000.

Projects for Further Study

As mentioned above, some projects will require further study and analysis before they can begin design. These projects include:

- the long-term use and development of the caretaker's residence;
- the use and design of the proposed central activity area above the lower parking facility at the park;
- possible relocation and new construction of the pedestrian bridge over the railroad.

RECOMMENDED APPROACH TO DESIGN OF PHASE ONE PROJECTS

The projects that make up the Phase 1 package of improvements for Saltwater Park are just at the conceptual phase of design. The scope of work is generally understood and staff is confident that the proposed improvements are doable. The design team has identified a range of capital cost needed to implement each project. Staff recommends contracting with Hewitt Architects to complete both schematic and design development

phases of design for all Phase 1 projects to better define design solutions and identify a more accurate cost estimate for each project element before beginning Construction Documents. The fee for Hewitt Architects' completion of the Schematic and Design Development phases of work for Phase 1 projects has been set at \$123,140. Following Council review of Design Development drawings for Phase 1 projects this spring, Staff will recommend a contract amendment to the Hewitt Architects contract to enable completion of Construction Documents for the Phase 1 projects.

FINANCIAL IMPACT: The Richmond Beach Saltwater Park Improvement Project is identified in the City's 2007-2012 Capital Improvement Program. The following financial summary provides an overview of the projects costs and revenues.

Financial Summary

| Purpose | Amount | Status |
|--|--------------------|-------------------------|
| Project Costs | | |
| Master Plan | \$164,510 | Pending Approval |
| Phase 1 Design (Schematic and DD) | \$123,140 | Pending Approval |
| Completion of Design and Construction | \$2,616,860 | Programmed |
| Total Project Costs | \$2,904,510 | |
| Project Revenues | | |
| 2006 Parks Bond Issue | \$2,640,000 | Secured |
| General Capital Funds | \$264,510 | Secured |
| Total Project Revenues | \$2,904,510 | |

- The Saltwater Park Master Plan will be completed within the previously Council-authorized allocation for the Saltwater Park master plan.
- Phase 1 improvements will be funded by the 2006 Parks Bond Issue and other Richmond Beach Saltwater Park improvement funds. Additionally, staff will continue to apply for grand funding.
- The proposed contract with Hewitt Architects in the amount of \$123,140 will complete schematic and design development phases of design work for the Phase 1 improvements. Funding for this design activity will come from the voter-approved Bond Issue.

RECOMMENDATION:

Staff recommends that Council adopt the Master Site Plan for Richmond Beach Saltwater Park and authorize the City Manager to execute a design contract with Hewitt Architects in the amount of \$123,140 for schematic and design development services in the design of Phase 1 projects for Saltwater Park.

Approved By: City Manager  City Attorney ____

ATTACHMENTS:

Final Draft Saltwater Park Master Plan

Richmond Beach Saltwater Park Master Plan



City of Shoreline, WA

January 19, 2007



HEWITT
ARCHITECTS

TABLE OF CONTENTS

| | |
|---|----|
| <i>Purpose</i> | 1 |
| <i>Process and Public Involvement</i> | 3 |
| <i>Site Assessment</i> | 7 |
| <i>Potential Improvement</i> | 15 |
| <i>Concept Plan</i> | 17 |
| <i>Project Priorities and Phasing</i> | 25 |
| <i>Phase One Projects</i> | 27 |
| 1. Park Entrance Improvements | 30 |
| 2. Park Road Improvements | 31 |
| 3. Steep Slope Stairs & Trails | 32 |
| 4. Steep Slope Stabilization | 33 |
| 5. Bridge Access and Safety Improvements | 34 |
| 6. Beach Wash-Down Area | 35 |
| 7. Overlook Parking Across from Caretaker's Residence | 36 |
| 8. Mid-Level Terrace | 37 |
| 9. Signage and Interpretation | 38 |
| <i>Future Projects</i> | 39 |
| <i>Acknowledgements</i> | 41 |

PURPOSE

PURPOSE



Background and Brief History

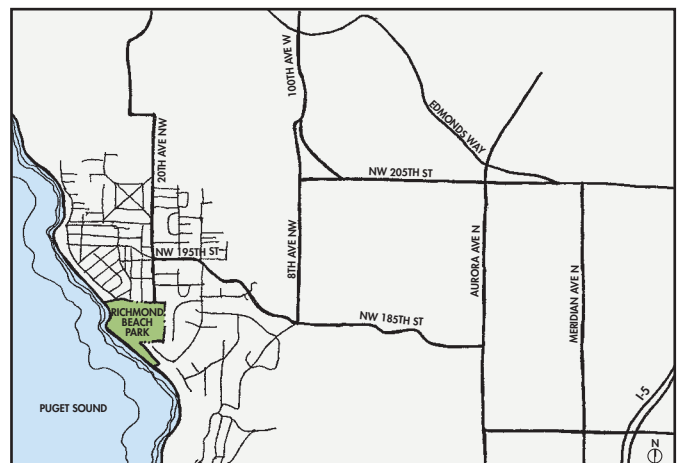
Saltwater Park is a treasured resource in the Shoreline community. The park comprises 42 acres on Puget Sound, offering a wide sandy beach and spectacular views of the Sound and the Olympic Mountains. The park offers facilities for individual, family and group gatherings, picnics, beach barbecues, hiking trails, strolling paths, and much, much more. Saltwater Park is the only park in the City of Shoreline with direct public access to the saltwater shoreline.

The large, bowl-shaped form of the park was created in the early 1900's by the Richmond Beach Sand and Gravel Company, who mined the site for sand and gravel materials for a decade. The site was purchased in 1952 by King County for use as a regional park. Jurisdiction of the park was transferred to the City of Shoreline following the City's incorporation in 1995.

The City of Shoreline has made significant improvements at Saltwater Park in recent years. A new picnic shelter and play area were built in 1998. Reconfiguration of the "bluff trail" happened in 1999 and an additional picnic shelter was built in 2002. However, there has not been a master plan to guide both short and long-term capital improvements and programming opportunities for Richmond Beach Saltwater Park.

Reason for a Master Plan

Saltwater Park is a popular attraction that offers year-round recreational and leisure opportunities for Shoreline residents. Beach walks are popular in all seasons. While picnics and group gatherings are fun in summer months, the park is also popular for beach walks year-round during low tidal periods and during winter storm conditions. With the exception of the main access road, parking facilities, picnic shelters and some lawn, the park remains essentially a natural place. The City's Board of Parks, Recreation and Cultural Services (an advisory board to the Parks Director) has generally concurred that Saltwater Park should remain a more natural place with improved opportunities for interpretive walks, trails, and habitat enhancement. To test these assumptions and to consider possible directions for future park use, the City determined that a Master Plan would be an important tool to guide short and long-term capital improvements, program initiatives and proposals for Saltwater Park.



Master Plan Goals

The development of this Master Plan has been guided by the following goals:

1. Preserve and protect Saltwater Park as a community asset and amenity for the citizens of Shoreline.
2. Improve accessibility to the beach and amenities of the Park and to views of Puget Sound.
3. Improve the overall appearance of the Park without significantly altering its existing character.
4. Upgrade existing site improvements to improve their safety and durability, extend their useful life and integrate their design.
5. Implement a series of selective site improvements and a program of restoration ecology to control erosion and eliminate invasive plant species.
6. *Increase the capacity of the park by providing improved, safe and convenient access and circulation to all parts of the park.

PROCESS & PUBLIC INVOLVEMENT

PROCESS & PUBLIC INVOLVEMENT



The process of preparing a master plan for Saltwater Park took over a year and involved a wide range of participants with the goal to arrive at a common understanding about the best way to preserve and protect this significant community resource. The diagram below illustrates the process, with public involvement activities shown on the upper portion of the diagram and work tasks and products shown on the lower portion.

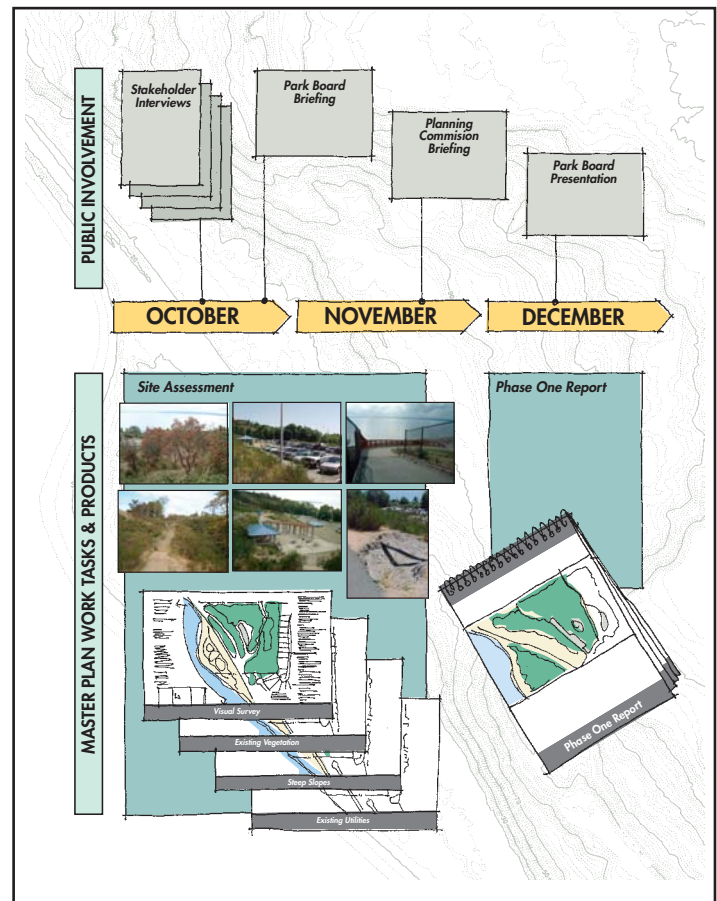
- The park is viewed as three distinct segments, with stakeholders recommending several common areas of improvement at the beach level and mid-portion. Most believe the upper bluff should be left in its existing state.

The process began with two concurrent activities: a site assessment and stakeholder interviews. The site assessment involved an inventory and analysis of existing conditions on and adjacent to the park site. This provided the master planning team with a fundamental understanding of how the park is used and helped identify both opportunities and constraints for future improvements. The site assessment is summarized in the next section of this report.

The second activity involved detailed interviews with key Shoreline stakeholders, including members of the Shoreline Park Board, community representatives and selected residents living adjacent to Saltwater Park. It was important to better understand how the community uses the park, how it views the long-term potential of the park and what future park improvements would best serve this long-term vision. The results of these interviews area as follows:

- Beach access is the most important aspect of the park to the community.
- Stakeholders personally value a combination of park features including the views, trail and beach access.

Needs Assessment





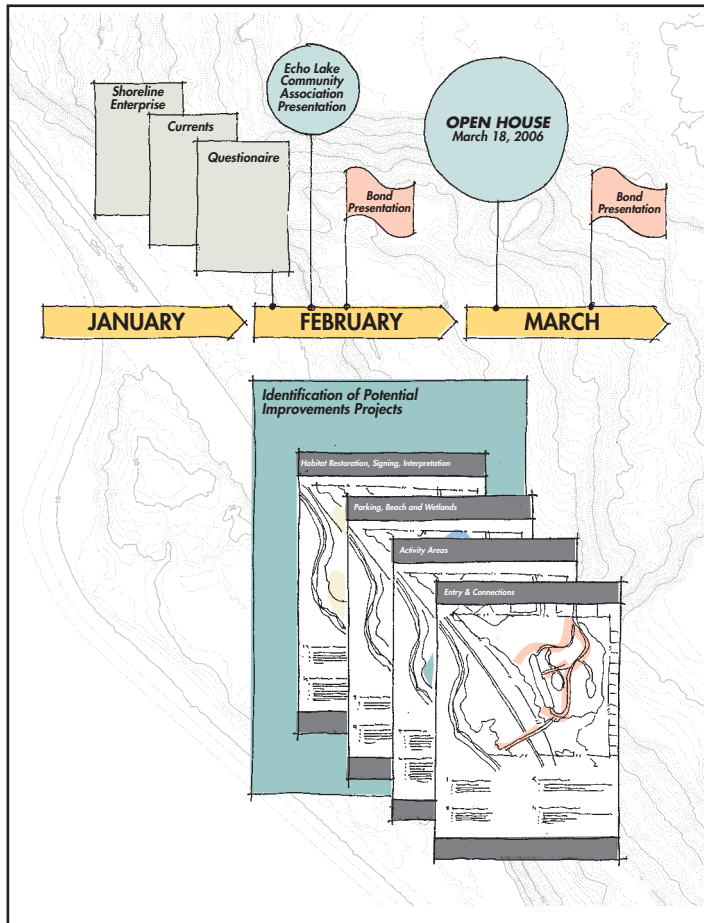
Open house attendees reviewing park plans with staff

- Make improvements that enhance and elevate the uses at the park and create an even more aesthetically pleasing surrounding.
- Encourage respectful use and communication between the park and adjacent residents.
- Retain the natural character of the park.

The team presented the results of the stakeholder interviews and site assessment to the Park Board and Planning Commission in December 2005.

In February, a questionnaire was mailed to residents in the vicinity of the park and made available within the park, to solicit opinions regarding the most important aspects of the

Potential Improvement Projects



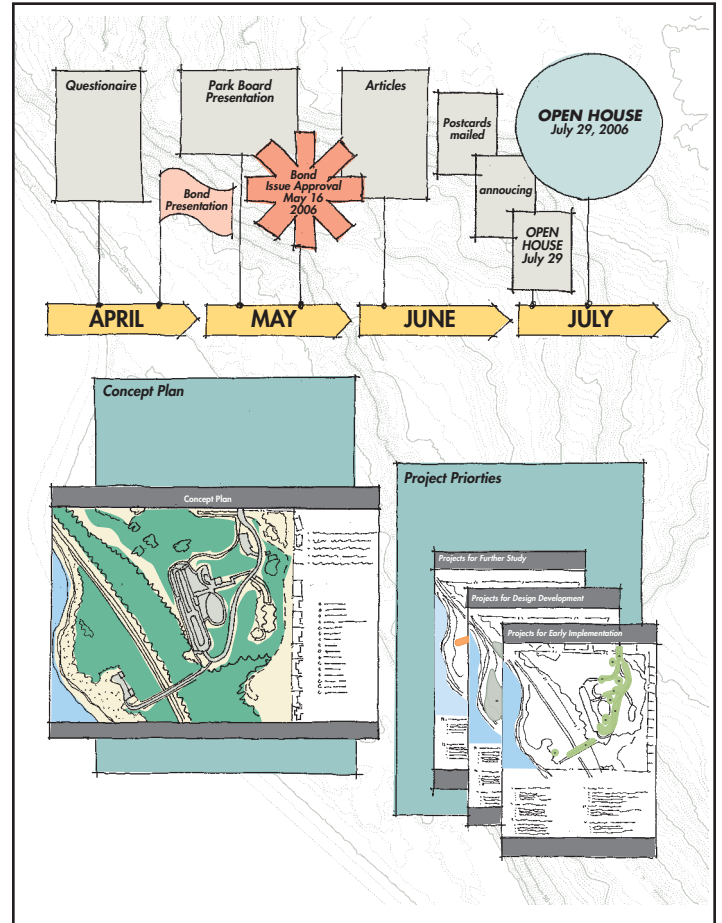
park and suggestions for potential improvements. Articles inviting participation in the master planning process and requesting suggestions about the park were placed in the "Shoreline Enterprise" and in "Currents", the City newsletter.

On March 18, over fifty community members participated in an open house at the Richmond Beach Library. The open house was designed to inform community members about the master plan process and existing conditions at the park, as well as to present 16 potential improvement projects developed in



Site tour participants at Saltwater Park

Concepts and Priorities

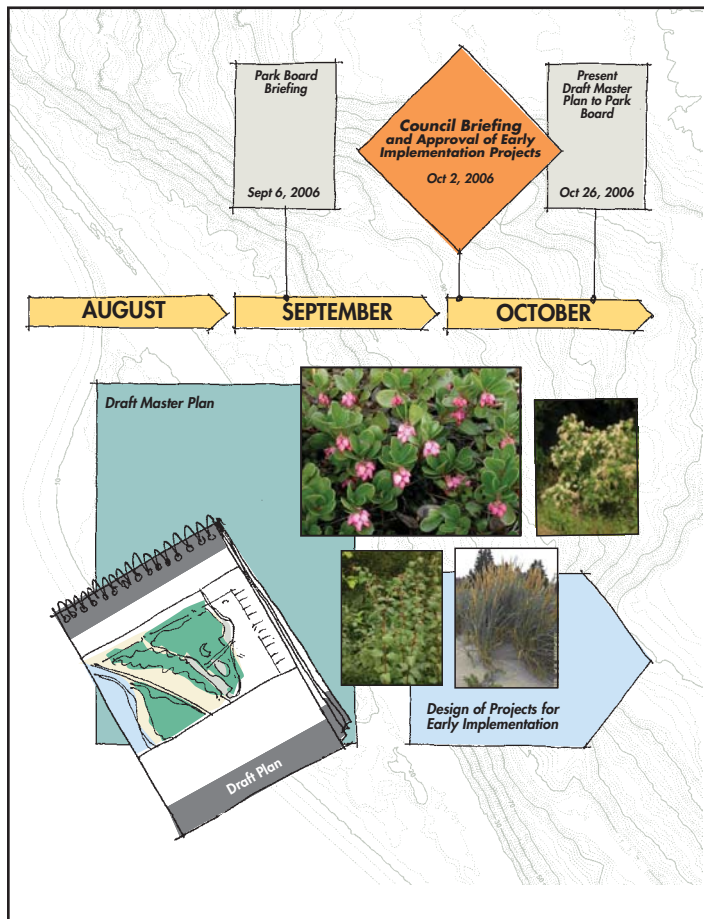


response to community feedback and existing needs. Participants also had the opportunity to take site tours to review park conditions and discuss areas of potential improvement with city staff. A number of participants provided verbal comments to staff or via comment forms or surveys that were later summarized for consideration by planners and decision makers.

In response to comments received, the planning team prepared a concept master plan for the park. The plan showed the park as it might look if all of the potential projects were implemented. On May 16, voters approved a city-wide Parks Bond Issue which included over \$2.5 million allocated for Saltwater Park. Following the approval of the Parks Bond, it became a high priority to identify projects that could be implemented with these funds. To determine the overall project program the potential improvement projects for Saltwater Park were preliminarily grouped into three categories:

- 1) projects for early implementation,
- 2) projects for design development, and
- 3) projects for further study.

Master Plan



The city then hosted a second open house at the park on July 29 to present the concept plan and to confirm the park projects that were of highest priority. In order to encourage community participation and receive a diverse variety of feedback, the city distributed meeting notification announcements in several forms. Meeting notification strategies included distributing postcards

to area residents, issuing a notice in the Shoreline Enterprise, and posting a meeting announcement on the city web site and cable television station. The comments provided by community members at this well attended open house helped reshape some projects and led to an adjustment of project priorities.

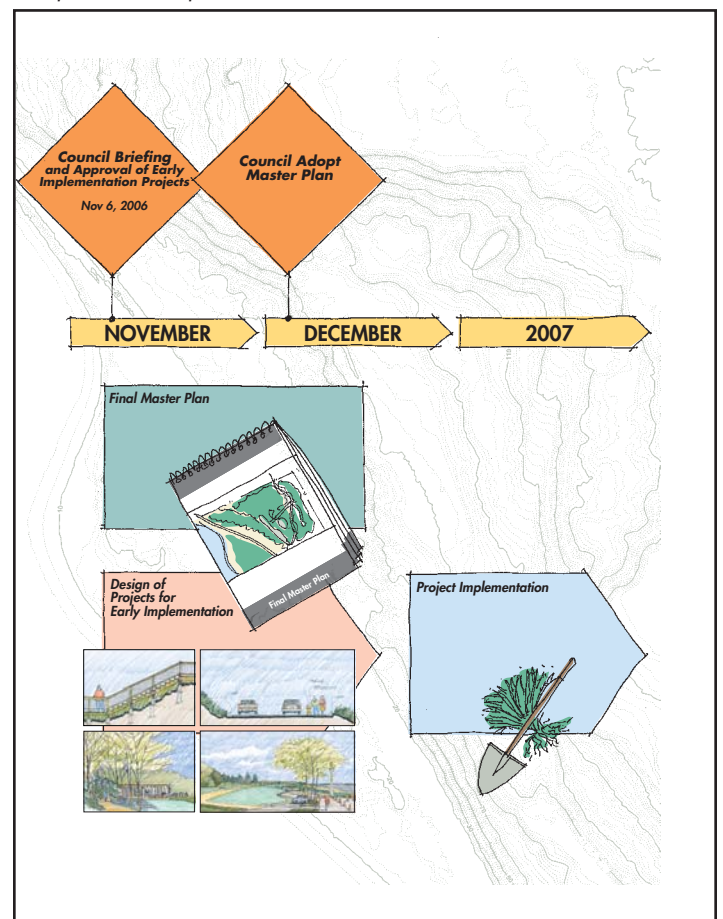
On September 21, the master planning team presented and discussed the concept

plan and a revised list of recommended phase one projects with cost estimates at a meeting of the Park Board. With some revisions, the Park Board approved the concept plan and sent a recommendation to the City Council to proceed



Community members reviewing potential improvements at the July 29 open house

Adoption and Implementation



with the design and construction of nine potential projects, utilizing funds allocated for Saltwater Park in the Parks Bond Issue. The next step involved presenting the draft master plan and recommended phase one projects at a City Council work session on November 9. The Council made a number of suggestions and there was a general concurrence with the plan and recommended projects, but official approval was deferred to a future meeting.

SITE ASSESSMENT

SITE ASSESSMENT



Looking South across Park

To provide a basis for subsequent work and to inform the process for developing a master plan for Richmond Beach Saltwater Park, a first phase of work was conducted consisting of two fundamental tasks: a fairly detailed assessment of site conditions and a series of interviews to develop a better understanding of how the public views the park. The site assessment documents existing conditions on and adjacent to the site.

Utilizing an aerial photograph and a topographic map of the site (both of which are included here for reference), four categories of information were researched and recorded:

- Visual Survey – An onsite visual survey documents all visible features of the site and adjacent properties, including all existing site improvements like roads, structures and trails. Generalized vegetation groupings, slope and use areas are noted, along with prominent landmarks and visual features. Views and viewpoints and significant site amenities are also recorded.
- Vegetation Identification and Mapping – Utilizing site aerial photography and onsite observation, existing plant communities have been mapped and invasive species located. Plant species observed in each community are identified along with dominant species in each strata, and an evaluation of plant communities was prepared.
- Geotechnical Site Assessment – Utilizing available geologic, soils and geotechnical information supplemented by field reconnaissance, soil and geologic units were mapped. Areas of erosion and instability are also noted.

- Civil Engineering Site Assessment – The location and adequacy of existing utilities was mapped and verified with City staff and validated onsite.

The site assessment was documented with the drawings that are included here, as well as with technical memoranda and a summary of stakeholder interviews that are attached as appendices to this report. All of this information was also documented in a Phase One report issued in December 2005.

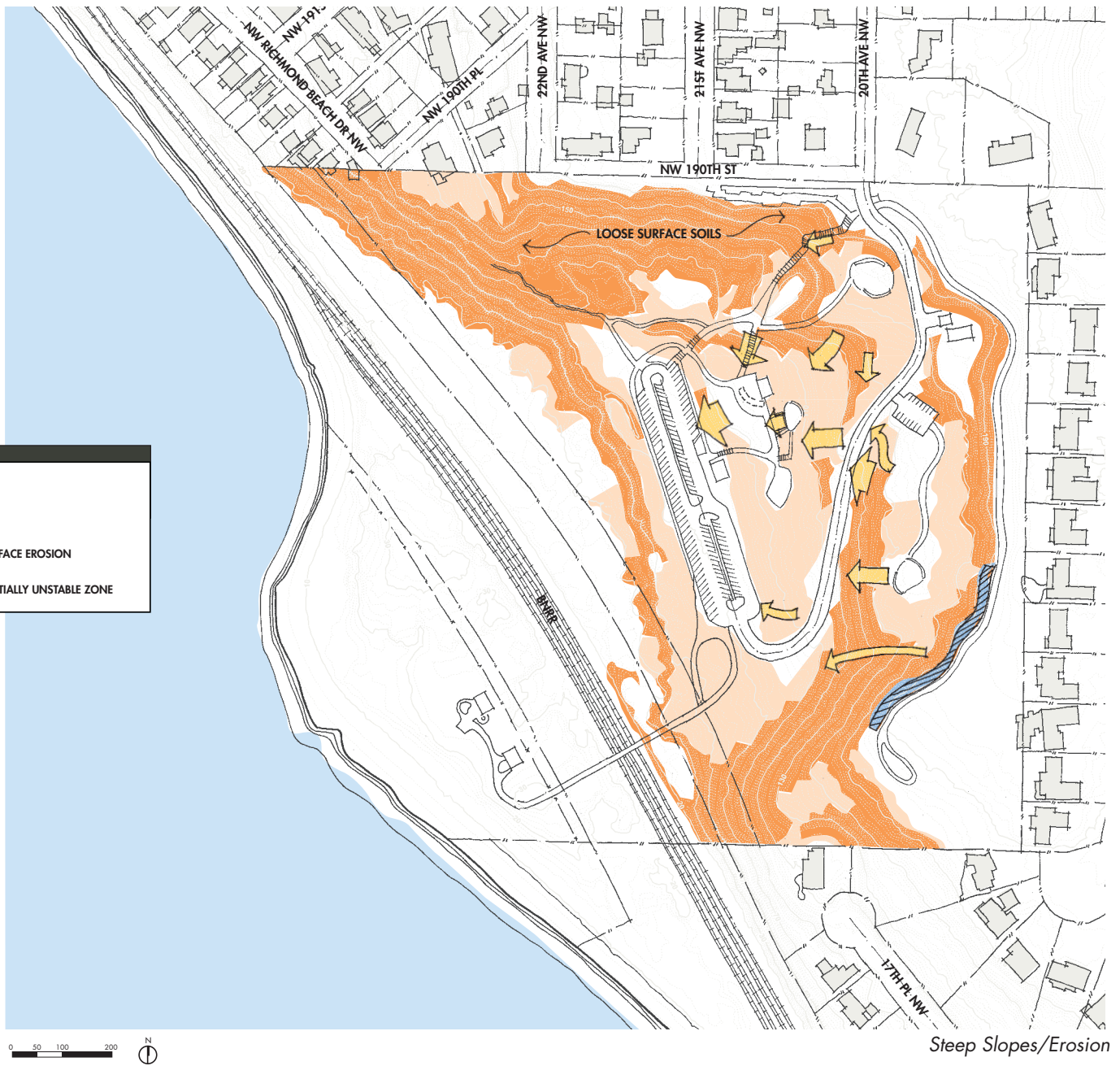


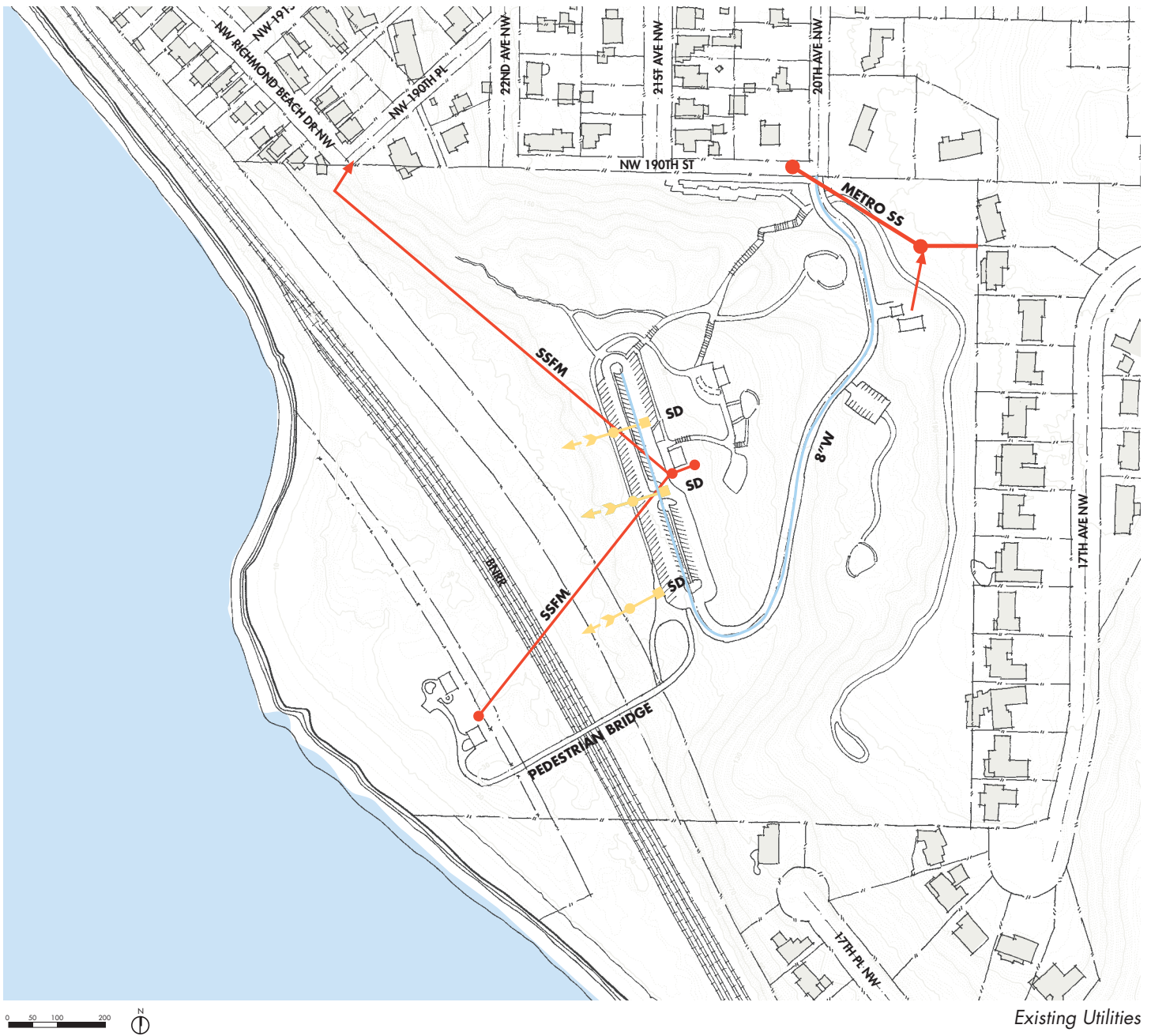


Topography



Visual Survey





Existing Utilities



Park Entrance



Road down to lower parking area



Erosion along edge of road



View across site



Vegetation



?????

Photos of Existing Conditions

POTENTIAL IMPROVEMENT

POTENTIAL IMPROVEMENT



Stakeholder interviews and response to the community questionnaire made it clear that almost everyone wants to preserve and enhance the existing character of the park and make improvements that will enhance the activities and uses that are presently accommodated. The site assessment identified a number of conditions needing to be addressed in order to sustain the quality of experience and types of uses that people in Shoreline have come to value at Saltwater Park. Taking into consideration the results of the site assessment and in discussions with park users, neighbors, City staff, members of the Park Board and other residents, sixteen potential improvement projects were identified that would enable the goals of the master plan to be realized and sustained.

These projects were grouped into four categories. The location of each project was shown on a plan of the park along with an outline description of each potential project. This information was then presented at a public open house on March 18. Two walking tours of the park were conducted during the open house, during which the potential improvement projects were described and discussed. The drawings presented at the open house are illustrated on the next page. The following sixteen projects were identified:

Entry and Connections

- Park Entrance Improvements
- Park Road Improvements
- Bridge Over Railroad
- Steep Slope Stairs and Trails

Activity Areas

- Caretaker's Residence
- Mid-Level Terrace
- Central Activity Area
- Beach Activity Area

Upper Terrace, Trailhead, Parking and Overlook

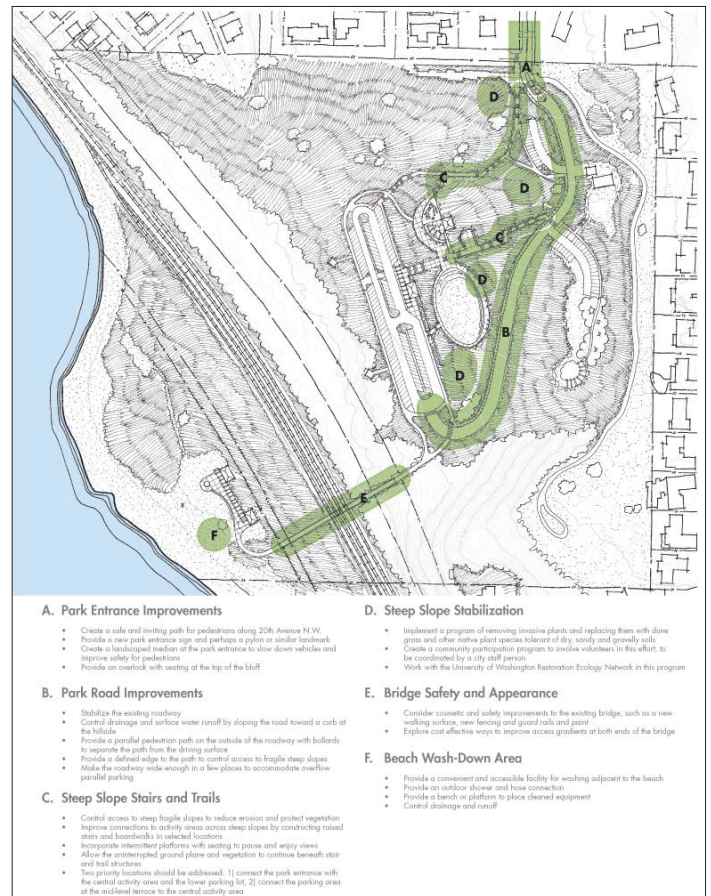
- Park Entrance Improvements
- Overlook Parking Across from Caretaker's Residence
- Beach Trailhead
- Wetland Overlooks

Habitat Restoration, Signage and Interpretation

- Steep Slope Stabilization
- Lower Wetland Restoration
- Beach and Dune Restoration
- Signage and Interpretation



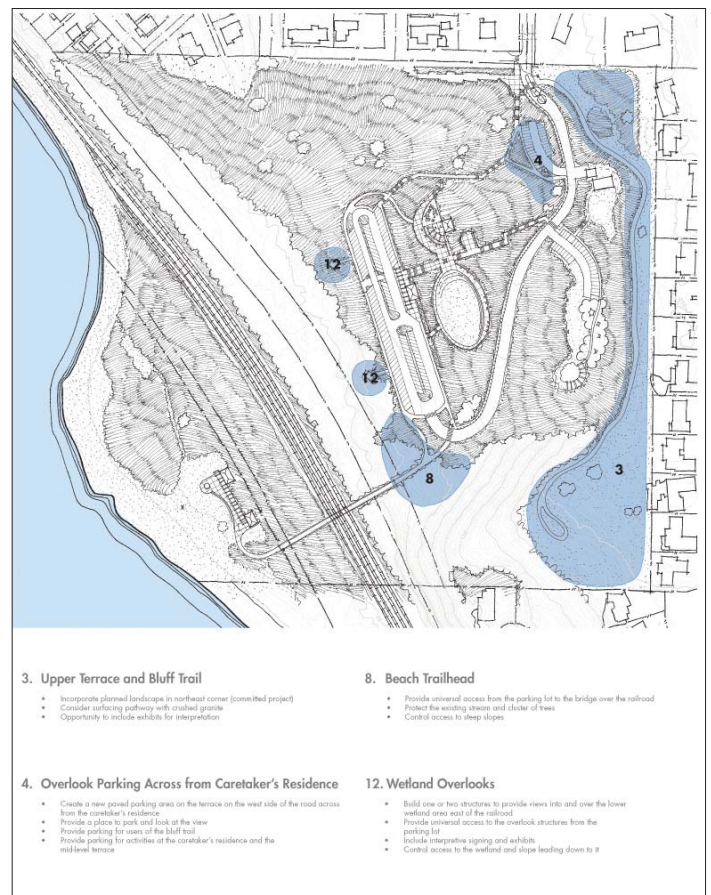
Design Development



Early Implementation



Habitat Restoration



Parking, Beach and Wetland

CONCEPT PLAN

CONCEPT PLAN



The Master Plan for Saltwater Park is based on five principles:

1. Protecting and maintaining existing park assets
2. Building on and improving existing facilities
3. Connecting the different areas of the park
4. Creating a cohesive park experience
5. Establishing appropriate vegetation and habitat

Park improvements included in the Master Plan and illustrated on the accompanying drawing consist of the following:

1. Park Entrance Improvements – Create a sense of arrival, anticipate the turn in the road as the grade drops, slow down vehicles and improve safety for pedestrians and vehicles.
2. Park Road Improvements – Stabilize the existing roadway and control drainage and surface water runoff. Provide a pedestrian path adjacent to the driving lanes and separated from them. Control access to steep slopes and accommodate some overflow parallel parking near the lower end of the road.
3. Upper Terrace and Bluff Trail – Incorporate planned and committed landscape improvements in the northeast corner. Consider resurfacing the existing pathway with crushed rock to accommodate wheelchairs, and seek appropriate locations to add unobtrusive interpretive elements.

4. Overlook Parking Across from Caretaker's Residence – Create a new paved parking area on the existing terrace west of the road across from the caretaker's residence. Provide a place to park and look at the view. Provide parking for users of the bluff trail and for activities at the caretaker's residence and the mid-level terrace.
5. Caretaker's Residence – Evaluate the long-term feasibility of maintaining a caretaker's residence and consider alternative uses for the site, including: adapting the building for group activities and events, creating a picnic area with a picnic shelter and restrooms, and developing a facility and exhibits for interpretation. This is a good location for an activity area with a lawn and irrigated landscape, but vegetation or structures likely to affect views from the bluff trail should be avoided. Consider a stair connection to parking at the mid-level terrace.
6. Mid- Level Terrace – Improve this area to accommodate more intensive use, including providing a lawn for informal recreation and an irrigated landscape to provide an oasis of green in an otherwise arid natural habitat. Consider creating a place to accommodate private gatherings with a picnic area. Expand the existing parking area and control access to steep slopes.

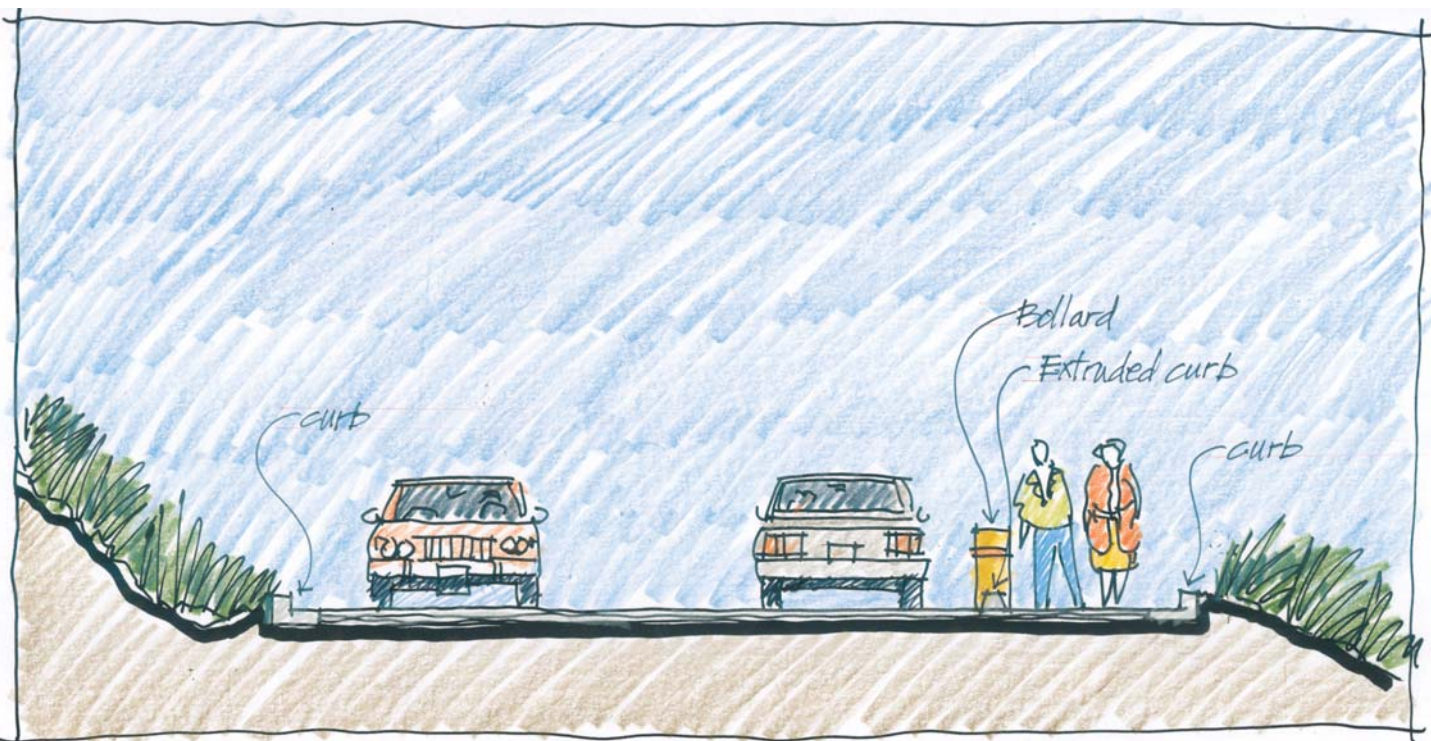
7. Central Activity Area – Enhance and supplement existing improvements to create a central focal point or “heart” for the park. Expand existing facilities and incorporate new ones in a way that organizes the area and creates a sense of place. Create a sense of entry from the parking lot. Create terraces for activities and direct circulation with paved surfaces. Contain any cultivated landscape and control access to areas with steep slopes and to vegetated areas without irrigation. Control drainage and surface water runoff. Incorporate interpretive and educational elements.
8. Beach Trailhead – Provide access for all park visitors from the parking lot to the bridge over the railroad. Protect the existing stream and cluster of trees and control access to steep slopes.
9. Bridge Over Railroad – Make safety improvements to the existing bridge to enhance its usability and appearance for the foreseeable future. Consider alternative locations and designs for an eventual replacement bridge.
10. Beach Activity Center – Renovate existing facilities as needed and provide expanded picnic facilities. Provide access for all park users from the bridge to the beach activity area. Protect natural vegetation and beach dunes. Provide a beach wash-down area.
11. Steep Slope Stairs and Trails – Control access to steep fragile slopes to reduce erosion and protect vegetation. Improve connections to activity areas across steep slopes by constructing raised stairs and boardwalks in selected locations. Incorporate intermittent platforms with seating to pause and enjoy views. Allow the uninterrupted ground plane and vegetation to continue beneath stair and trail structures.
12. Wetland Overlooks – Build one or two structures to provide views into and over the lower wetland area east of the railroad. Control access to the wetland and slope leading down to it. Provide access for all visitors to the park to the overlook structures from the parking lot. Include interpretive signing and exhibits.
13. Steep Slope Stabilization - Implement a program of removing invasive plants and replacing them with dune grass and other native plant species tolerant of dry, sandy and gravelly soils. Create a community participation program to involve volunteers in this effort, to be coordinated by a city staff person. Work with the University of Washington Restoration Ecology Network in this program. Establish an ongoing program to restore and maintain this park habitat.
14. Lower Wetland Restoration - Implement a program to remove blackberry and replant the bank east of the railroad with woody native species to provide shade to suppress weeds and improve stream water quality. Remove invasive plant species and nurture native species in the wetland at the base of the slope (this will require the cooperation of the railroad). Create a community participation program to involve volunteers in this effort. Work with the University of Washington Restoration Ecology Network in this program. Establish an ongoing program to restore and maintain this park habitat.
15. Beach and Dune Restoration – Implement a program to remove invasive plant species from the west bank of the railroad right-of-way and replace them with native species (this will require the cooperation of the railroad). Implement a program to remove invasive plant species from the beach dune area and replace them with native species (this is unlikely to be successful unless invasive species are also removed from the west bank of the railroad right-of-way). Establish an ongoing program to restore and maintain this park habitat.
16. Signage and Interpretation - Design and install a series of interpretive signs and exhibits at appropriate locations in the park to explain history, natural features and site ecology. Develop a system of directional and informational signs for the park.







Park Entry



Access Road – Section



Trellis at Mid-Level Terrace



Floating Stairs

PROJECT PRIORITIES & PHASING

PROJECT PRIORITIES & PHASING



In response to comments received regarding the concept master plan and the potential projects that were identified to implement the plan, a grouping of projects indicating priorities for implementation was presented at the July open house. Projects that might be implemented with funds from the Parks Bond Issue were of particular interest. Since cost estimates for project implementation were not yet prepared, projects for early implementation were selected based on the following criteria:

- Funds will be available to implement the project in the near future.
- The project is highly visible and will make a noticeable improvement.
- The project will be relatively easy to implement.
- The project is broadly supported and not very controversial.
- The project sets the stage for other improvements.
- The project addresses a situation that will continue to get worse and cost more to fix if postponed.

The grouping of projects presented at the July open house was as follows:

Projects Recommended for Early Implementation

Projects that address an immediate need, for which an agreed-upon solution has been developed, and that should be constructed as soon as possible:

- Park Entrance Improvements
- Park Road Improvements
- Steep Slope Stairs and Trails
- Steep Slope Stabilization
- Bridge Safety and Appearance
- Beach Wash-Down Area

Projects Recommended for Design Development

Projects for which a design concept has been proposed and generally agreed to, and for which the design should be completed to enable construction within the next 2-3 years:

- Upper Terrace and Bluff Trail
- Overlook Parking
- Mid-Level Terrace
- Wetland Overlook
- Lower Wetland Restoration
- Beach Trailhead
- Beach Activity Center
- Beach and Dune Restoration
- Signage and Interpretation

Projects Recommended for Further Study. Projects which need further analysis and definition as part of the master plan:

- Caretaker's Residence
- Central Activity Area
- Bridge Over Railroad

Include the three drawings that grouped projects by categories as small drawings adjacent to the text:

- Projects Recommended for Early Implementation
- Projects Recommended for Design Development
- Projects Recommended for Further Study

PHASE ONE PROJECTS

PHASE ONE PROJECTS



After estimating the total project cost of each potential improvement project, the master plan concept and a revised list of recommended phase one projects with cost estimates was presented to the Park Board. The Board endorsed the master plan and recommended the following projects for design and construction within the near future, utilizing funds designated for Saltwater Park in the Parks Bond Issue:

- Park Entrance Improvements
- Park Road Improvements
- Steep Slope Stairs and Trails
- Steep Slope Stabilization
- Bridge Access and Safety Improvements
- Beach Wash- Down Area
- Overlook Parking Across from Caretaker's Residence
- Mid-Level Terrace
- Signage and Interpretation

The projects are located on the Phase 1 Projects - Key Plan, and described on the following pages.





Phase One Projects – Key Plan

1. PARK ENTRANCE IMPROVEMENTS

- Create a safe and inviting path for pedestrians along 20th avenue NW
- Provide a new park entrance sign and perhaps a pylon or similar landmark
- Create a landscaped median at the park entrance to slow down vehicles and improve safety for pedestrians
- Provide an overlook with seating at the top of the bluff

Estimated Cost: \$85,000 – \$100,000



Park Entry

2. PARK ROAD IMPROVEMENTS

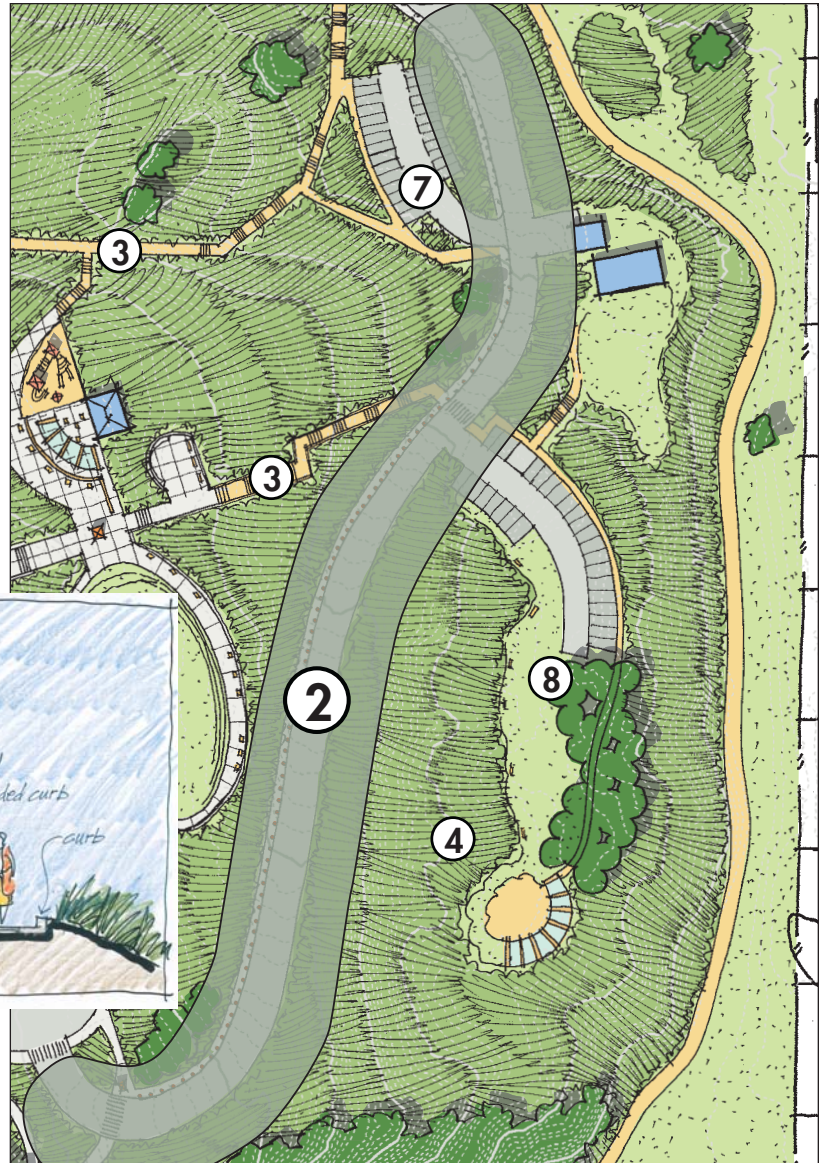
- Stabilize the existing roadway
- Control drainage and surface water runoff by sloping the road toward a curb at the hillside
- Provide a parallel pedestrian path on the outside of the roadway with bollards to separate the path from the driving surface
- Provide a defined edge to the path to control access to fragile steep slopes
- make the roadway wide enough in a few places to accommodate overflow parallel parking



Estimated Cost: \$550,000 – \$680,000



Roadway Section

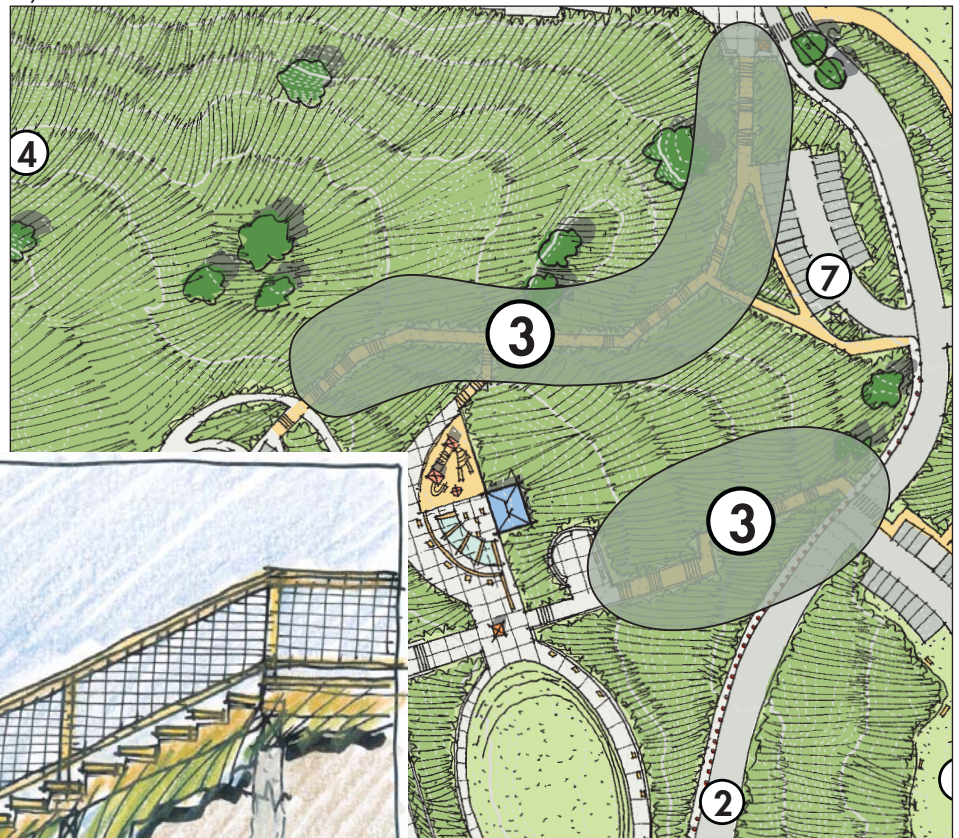


3. STEEP SLOPE STAIRS & TRAILS

- Control access to steep fragile slopes to reduce erosion and protect vegetation
- Improve connections to activity areas across steep slopes by constructing raised stairs and boardwalks in selected locations
- Incorporate intermittent platforms with seating to pause and enjoy views
- Allow the uninterrupted ground plane and vegetation to continue beneath stair and trail structures
- One priority location should be addressed: Connect the park entrance with the central activity area and the lower parking lot



Estimated Cost: \$250,000 – \$340,000



Floating Stairs

4. STEEP SLOPE STABILIZATION

- Implement a program of removing invasive plants and replacing them with dune grass and other native plant species tolerant of dry, sandy and gravelly soils
- Create a community participation program to involve volunteers in this effort, to be coordinated by a city staff person
- Work with the university of Washington Restoration Ecology Network in this program

Estimated Cost: \$50,000 – \$70,000



5. BRIDGE ACCESS & SAFETY IMPROVEMENTS

- Make safety improvements to the existing bridge, such as a new walking surface, new fencing, guard rails and paint
- Provide access for all park visitors from the parking lot to the bridge over the railroad
- Protect the existing stream and cluster of trees
- Control access to steep slopes

Estimated Cost: \$425,000 – \$600,000



6. BEACH WASH-DOWN AREA

- Provide a convenient and accessible facility for washing adjacent to the beach
- Provide an outdoor shower and hose connection
- Provide a bench or platform to place cleaned equipment
- Control drainage and runoff

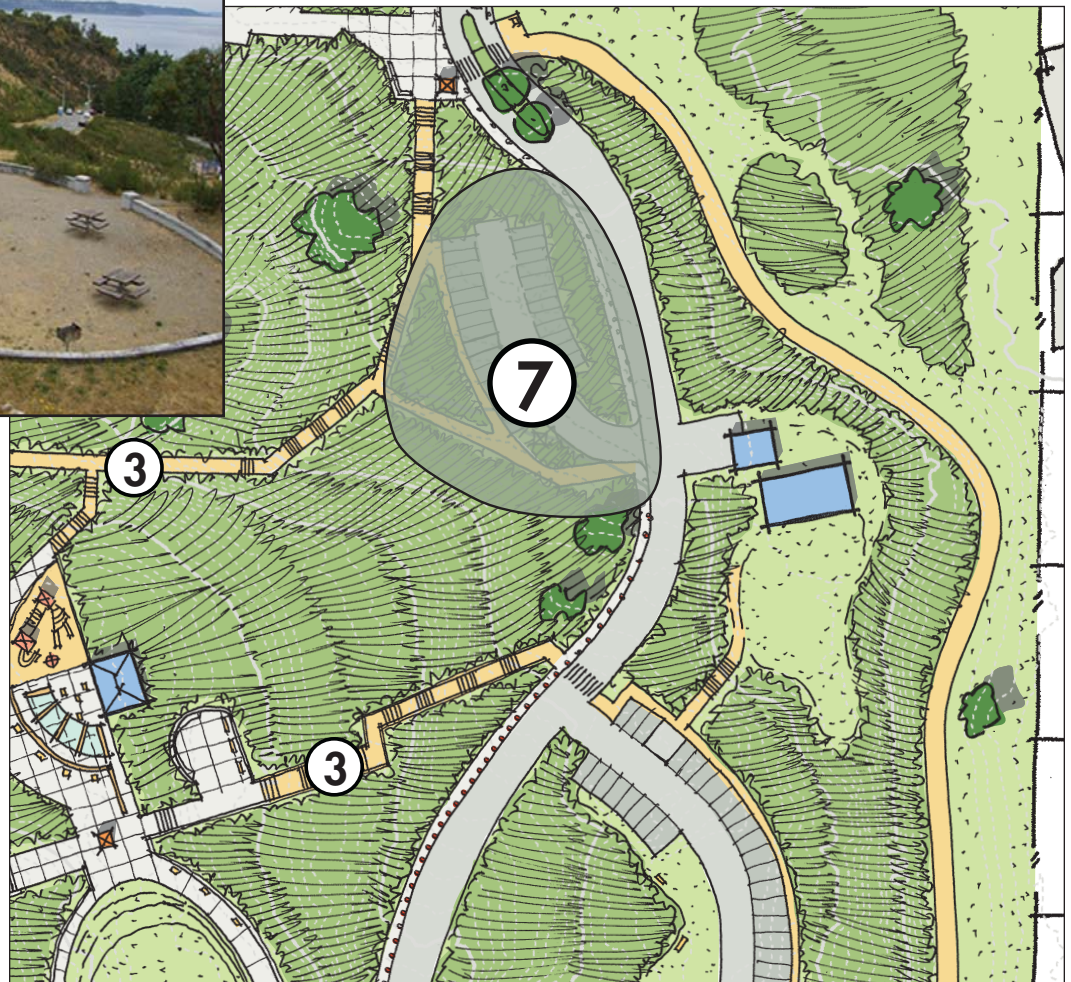
Estimated Cost: \$17,000 – \$25,000



7. OVERLOOK PARKING ACROSS FROM CARETAKER'S RESIDENCE

- Create a new paved parking area on the terrace on the west side of the road across from the caretaker's residence
- Provide a place to park and look at the view
- Provide parkign for users of the bluff trail
- Provide parking for activities at the caretaker's residence and the mid-level terrace

Estimated Cost: \$100,000 – \$130,000



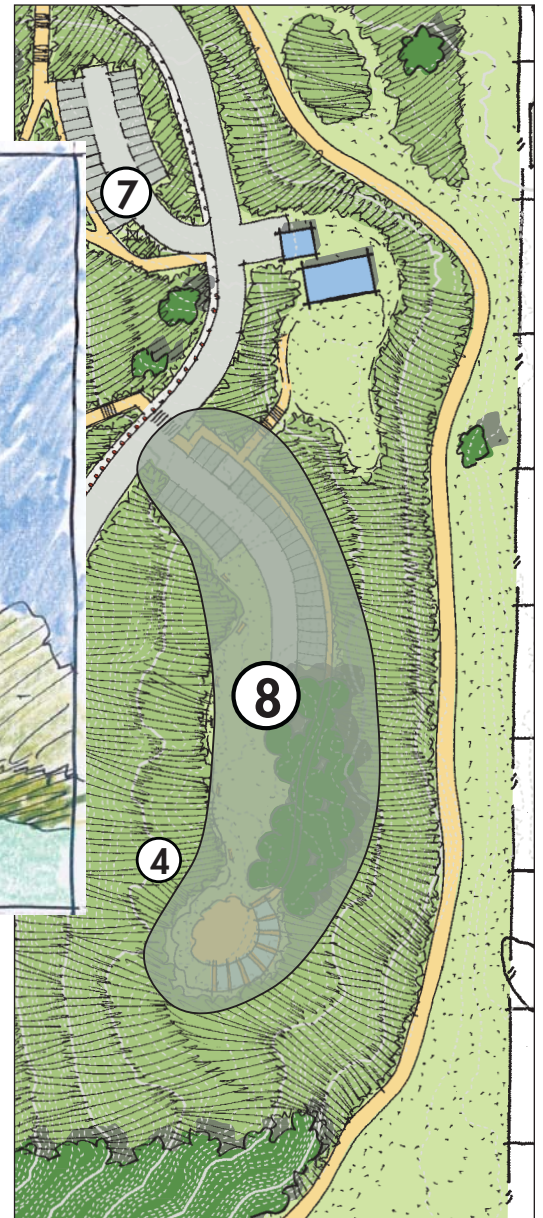
8. MID-LEVEL TERRACE

- Expand existing parking area
- Consider creating a place to accommodate private gatherings
- Potential picnic area
- Potential lawn area for informal recreation
- Potential for cultivated and irrigated landscape
- Control access to steep slopes

Estimated Cost: \$300,000 – \$425,000



Trellis



9. SIGNAGE AND INTERPRETATION

- Design and install a series of interpretive signs and exhibits at appropriate locations in the park to explain history, natural features and site ecology
- Develop a system of direction and informational signs for the park

Estimated Cost: \$100,000 – \$130,000



FUTURE PROJECTS

FUTURE PROJECTS



Some of the improvement projects recommended in the Master Plan will need to be deferred to the future. In some cases this is due to a lack of available resources, for others the need is not so critical, and for others additional study and discussion is necessary. The following projects, recommended in the Master Plan, are suggested as Future Projects for Saltwater Park:

Upper Terrace and Bluff Trail – The need for immediate improvements here is not as great as at other locations in the park. The area is very pleasant and usable in its current condition. Wheelchair access could be accommodated in the future as funds become available.

Additional Steep Slope Stairs and Trails – The most heavily used routes will be improved as part of Phase One. Construction of improvements on other routes can be undertaken as funds become available.

Ongoing Steep Slope Stabilization – This program will be initiated in Phase One, but requires ongoing funding and management to be expanded and sustained in all areas needing attention.

Lower Wetland Restoration – Additional analysis, funding and coordination with the railroad are necessary for this project to proceed.

Beach and Dune Restoration – Additional analysis, funding and coordination with the railroad are necessary for this project to proceed.

Beach Activity Center – This is one of the most popular areas of the park. It could use improvement, but it works pretty well in its current condition. Since regrading will likely be necessary to provide access for all park visitors from the bridge to the beach, significant improvements in the beach area should perhaps be delayed until a decision is made regarding bridge-to-beach access.

Wetland Overlooks – The overlooks will become most desirable as the lower wetland area is restored and should be considered as that project is implemented.

Caretaker's Residence – More discussion is needed to determine the long-term viability of maintaining a caretaker's residence on site. If a decision is made to discontinue its use for that purpose, alternative uses should be considered for this highly visible and attractive site.

Central Activity Area – The central activity area is already heavily used and while it has the potential for additional improvement, the scope of work required to realize that potential would be best undertaken as a single project, and as such is likely to involve a significant investment.

Replacement Bridge Over Railroad – The existing bridge does not need to be replaced in the near future, particularly with the safety and access improvements that will be made as part of Phase One. Access from the bridge to the beach, however, will not be improved in Phase One, and it is likely that at some time the bridge will need to be replaced.



Future Projects Key Map

ACKNOWLEDGEMENTS

ACKNOWLEDGEMENTS

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: SeaShore Transportation Forum Agreement
DEPARTMENT: Communications & Intergovernmental Relations
PRESENTED BY: Joyce Nichols, C/IR Director

PROBLEM/ISSUE STATEMENT:

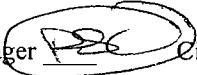
At the December 13, 2006 meeting of the SeaShore Forum, a majority voted to approve the revised SeaShore Agreement and asked staff to send the revised agreement to the member jurisdictions and agencies for approval and signature. The revised agreement and minutes of the December 13 forum meeting are included under Attachment A.

The forum operates under an interlocal agreement approved by the governing body of each of its members. The existing agreement was signed in 2003 (Attachment B). The expiration date of the agreement was December 31, 2005. SeaShore participants agreed to extend the agreement to allow discussion about how to resolve the issue about which members are eligible to vote on sub-area funding issues.

Changes in the agreement for your consideration tonight center on the voting structure. Revisions approved by the Forum at the December meeting were opposed by Shoreline Mayor Bob Ransom, Seattle City Councilmember Sally Clark and the King County Executive's alternate, Doug Hodson. These revisions present potential problems for the City of Shoreline. The voting structure allows jurisdictions outside the four core members of the "Seattle-North King County" sub-area to vote on funding recommendations to other agencies, including federal highway SAFETEA-LU funds administered through the Puget Sound Regional Council (PSRC) and projects on the Regional Transportation Investment District (RTID) project list. Because the membership of the forum includes jurisdictions outside the four core jurisdictions—King County, cities of Seattle, Shoreline and Lake Forest Park—there is the potential that the core member jurisdictions can be outvoted on these funding recommendations. Competition for these dollars is strong and votes taken in this forum are important to Shoreline. Signing the revised agreement increases the likelihood that we will be outvoted which would negatively impact our ability to secure funds for the City's priority transportation projects. The issue is of even greater importance to Shoreline with last week's announcement that the Aurora Corridor Project is on the RTID list to receive \$40 million to complete the BAT lanes on the next two miles of Aurora. The projects on this list will likely be sent to voters in November.

RECOMMENDATION

Staff recommends Council reject the revised SeaShore Agreement.

Approved By: City Manager  City Attorney ____

BACKGROUND

The SeaShore Transportation Forum was formed in response to the King County Metro Transit Long Range Policy Framework, adopted in 1993, that divided Metro service into three geographic sub-areas **within King County** for the purpose of allocating new transit service subsidy. The "Seattle-North King County" sub-area created for this purpose included only King County and the cities of Seattle, Shoreline and Lake Forest Park. Sound Transit created a similar sub-area and adopted a sub-area equity policy as part of Sound Move.

King County also formed two other transportation forums, the Eastside Transportation Partnership (ETP) representing jurisdictions on the east side and north end of Lake Washington, and the South County Area Transportation Board (SCATBd) representing cities in south King County. It is important to note that only SeaShore allows members to vote in more than one sub-area.

The SeaShore Transportation Forum began regular meetings in about 1995 with participation by King County, the cities of Seattle, Lake Forest Park, Shoreline, Bothell, the Kenmore Governance Committee (which later became the City of Kenmore), and Snohomish County. The primary focus was to develop recommendations for the sub-area for the first Six Year Plan for Metro. Recommendations were developed by consensus and the forum provided input for the first Six Year Plan. In addition, the forum endorsed the Regional Transit Authority's Final Plan, "Sound Move," and provided joint recommendations to then-King County Executive Gary Locke concerning 1997 and 1998 transit service priorities.

By 2001, participation in the forum waned and only a few elected officials regularly attended meetings. As a result, invitations to participate in the forum were extended to other cities in east King County and south Snohomish County to help address cross-county issues. Woodinville, Mountlake Terrace and Edmonds responded and became members of the forum. Recommendations from the group continued to be made by consensus.

As the forum became more established, more formal procedures were approved for making recommendations and each participating jurisdiction was given two votes. In the process of approving a new interlocal agreement in 2002, the forum agreed that only the jurisdictions within the boundaries of the sub-area would be permitted to vote on recommendations involving the allocation of financial resources for Metro Transit service and Sound Transit plans. The reasoning behind this was the fact that Bothell, Kenmore and Woodinville are members of the (ETP) as well as SeaShore, and they were voting in both sub-areas. In addition, Snohomish County and the cities of Edmonds, and Mountlake Terrace are members of SeaShore with voting rights in that body. These jurisdictions also have a voice in Snohomish County decision-making, although there is no specific sub-area in which they are members.

This voting structure was acceptable to all members until approximately 2003, when the King County members of the Regional Transportation Investment District (RTID) decided to rely on sub-areas for recommendations allocating RTID funds within King County. The RTID legislation, as amended, specified that revenues raised within a county needed to be spent within that county, but did not require that RTID resources be allocated equitably among the sub-areas within King County. However, in developing draft regional transportation packages in 2003 and 2004, the King County members of the RTID Executive Board agreed that roughly one-third of King County RTID revenues should be allocated to each sub-area. This created a situation in the Seashore sub-area where jurisdictions outside the sub-area could have more influence on resource recommendations affecting the sub-area than those jurisdictions within the sub-area boundaries.

Elected officials from Seattle and King County expressed concerns about the SeaShore voting structure. Subsequently, other representatives from jurisdictions within the sub-area recognized the legitimacy of this concern. The issue came to a head earlier this year and illustrated the problem with the voting structure as the transportation forums were making recommendations for regional projects funded through the PSRC process. Seashore was asked to recommend projects sponsored by Bothell and Kenmore (who are also voting members of ETP) as one of SeaShore's two applications in the PSRC funding round.

SeaShore has been discussing a new agreement since mid-2005 with no consensus developed to date. Many drafts have been circulated, but none has received unanimous support from the forum. Seattle Mayor Greg Nickels and King County Executive Ron Sims have said the proposed revisions are not acceptable.

The dilemma is that participation by the wider group of jurisdictions is desirable as a means of providing input and sharing information about transportation and transit projects. However, if the whole forum membership is allowed to vote on all issues, including the funding recommendations, the four core jurisdictions can potentially be outvoted on these very important funding issues.

Jurisdictions outside the core group of the Seattle-North King Sub-area have said they likely would not attend SeaShore meetings if their participation is diluted by additional restrictions on voting. Seattle, on the other hand, has said it will not participate in the forum until the voting issues are resolved so that only the core four jurisdictions are allowed to vote on funding recommendations for Metro Transit service, Sound Transit, RTID and PSRC project recommendations. The importance of this issue to Shoreline was heightened last week with the announcement that the RTID project list now includes \$40 million in funding for Shoreline's Aurora Corridor Project to complete the BAT lanes.

RECOMMENDATION

Staff recommends Council reject the revised SeaShore Agreement.

ATTACHMENTS:

- **Attachment A — Revised SeaShore Agreement**
- **Attachment B – 2003 SeaShore Agreement.**
- **Attachment C- Voting Comparison Charts**

SEASHORE TRANSPORTATION FORUM
Meeting Minutes
December 13, 2006

Members

Councilmember Patrick Ewing, City of Bothell (Co-Chair)
Councilmember Ed Sterner, City of Lake Forest Park (Co-Chair)
Councilmember Joshua Freed, City of Bothell
Councilmember Richard Marin, City of Edmonds, Sound Transit
Councilmember Peggy Pritchard Olson, City of Edmonds
Councilmember David Baker, City of Kenmore
Mayor Randy Eastwood, City of Kenmore
Councilmember Bob Ferguson, King County
Doug Hodson (Alternate for Executive Ron Sims)
Councilmember Angela Amundson, City of Mountlake Terrace
Mayor Bob Ransom, City of Shoreline
Councilmember Cindy Ryu, City of Shoreline
Councilmember Keith McGlashan, City of Shoreline (Alternate)
Chris Picard, WSDOT
Karen Richter, PSRC

I. Public Comment

No public comment was provided.

II. Summary of November 15, 2006 Meeting

The summary of the November 15, 2006 meeting was approved.

III. State Highway System Plan

Chris Picard, WSDOT staff, reported on the State Highway System Plan, which will include an implementation plan that provides a general prioritization of improvements. Based on the five investment guideline categories in the Washington Transportation Plan, the Highway System Plan will reflect three tiers for prioritizing:

- Tier I: Preservation, Safety, Environmental and Operational Improvements
- Tier II: Minor Capacity and Higher Cost Operational Improvements
- Tier III: Major Capacity Adding Investments

Mr. Picard reported that this plan will be financially constrained, but does assume a significant additional revenue increase over the 20 year period of the plan (2007-2026).

He explained that at current law revenue levels, there will be only \$500 million to \$1 billion available for new starts in the Central Puget Sound region over the next 20 years. He used several examples of projects to illustrate the various tiers, including the Triangle project in South King County as a bottleneck to be addressed.

The plan also will include an unconstrained list, to allow projects included within it to qualify for grant funds. As part of the plan development, modeling was conducted to identify the ten most congested corridors in the region based on delay. They include the following: SR 167, SR 512, SR 18, SR 518, SR 520, SR 522, SR 9, SR 524, US 2 and SR 303. A final State Highway System Plan is expected to be complete in March.

Co-Chair Sterner asked if the recent spike in costs was reflected over the long term of the State Highway System Plan, or if it was modified over time. Mr. Picard responded that a slightly higher inflation estimate was used for near-term projects, but that is modified over the twenty year period.

IV. SeaShore Agreement

Co-Chair Sterner reviewed the information that had been provided to support the Forum's discussion of the SeaShore Agreement. He reminded members that a vote had been taken on an agreement in July, and that a majority of those at the meeting approved that language. However, representatives from King County and Seattle had not attended that July meeting. Co-Chair Sterner also reported that alternative language had been discussed on several other occasions. No members who had approved the July language indicated that their positions had changed since that time.

Councilmember Amundson reported that the Mountlake Terrace Council had officially approved the July language, and had submitted a letter formalizing that position. She asked that if a vote were taken at today's meeting, that Mountlake Terrace be awarded two votes, even though Councilmember Wittinger was not in attendance. Co-Chair Ewing indicated that it would be necessary to be present in order to vote. ✓

Councilmember Clark reminded members that she represented City Council on the Forum, but that Mayor Nickels and his executive staff did not participate. She indicated that both the Council and the Mayor believe that the Forum's regional voice is important, but she said that she could not take an action on language about voting that would dilute Seattle's position in the subarea. She added that more information about SAFETEA-LU and the Regional Transportation Investment District (RTID) was available now than had been when the earlier agreement was drafted, so it made sense to take these into account in a new agreement. ✓

Councilmember Ferguson indicated that it is unlikely that the King County Council would approve the July agreement language, and he did not believe that the Executive would support that language. He and Councilmember Clark indicated that they would still be willing to attend meetings of the group, but it would not necessarily be considered an "official" subarea, and King County staffing may not be provided. Mr. Hodson indicated that the Executive had not taken a firm position on staffing for the group. He suggested that it might be necessary for the group to take action and see how the implications developed from that. Councilmember Ferguson agreed that sometimes this is the only course of action left when negotiations cannot proceed.

Co-Chair Ewing indicated that the July language attempted to address the concerns raised by Seattle and said that Seattle and King County should offer alternative language. Mr. Hodson reminded members that alternative language had been suggested at the September meeting, but the other Forum members did not approve it. Councilmember Clark noted that the Seattle Mayor's office would be unable to support the agreement unless it restricted voting on SAFETEA-LU and RTID, as well as Sound Transit and Metro, to the jurisdictions within the geographic subarea. Mr. Hodson added that the issue becomes more complicated with the upcoming decisions on the joint regional transportation package, since the RTID and Sound Transit measures are linked.

Deputy Mayor Baker expressed surprise at the opposition to the July language and asked if any recommendations by the Forum had adversely affected Seattle, King County, Shoreline or Lake Forest Park. Mayor Ransom reminded members that this discussion had been continuing since August of 2005, when then-Co-Chairs Edmonds and Conlin suggested that the language in the agreement be revised to limit voting on "all resource allocation issues" to jurisdictions within the geographic subarea boundaries.

Co-Chair Sterner summarized that there appeared to be no change in the views previously expressed by the various Forum members. He suggested that the July language actually would put the jurisdictions in the subarea in a better position than the 2002 agreement language and asked Councilmember Clark to explain that to her colleagues. He also asked that the Co-Chairs be invited to speak to the issue when considered by the Seattle and King County Councils. Councilmember Ferguson agreed that this would be helpful, and indicated that he would vote that day to support the July language, but could not guarantee support at the Council level. He also noted that Mr. Hodson had been helpful in trying to craft alternative language. Councilmember Freed indicated that he found the amount of time spent in similar discussions over the past year to be unproductive. Councilmember Clark and called for the question.

ACTION: The Forum approved the SeaShore Agreement, as attached, including the following language about voting:

3.4 The "Seattle-North King County" subarea is recognized as one of three subareas in King County Metro Transit and Sound

Transit policy decisions allocating service or capital resources. The SeaShore Transportation Forum is established as the body responsible for making recommendations on these issues. For actions relating to these issues, only those jurisdictions in the "Seattle-North King County" subarea shall vote.

3.5 All jurisdictions may vote on other issues, unless an agency requesting a SeaShore recommendation specifies that different voting boundaries or criteria shall be used, or a decision is otherwise specifically required by law or rule to be made by other boundary or criteria.

3.6 If a case arises where voting boundary or criteria is in question, all jurisdictions may vote. If the outcome is in question not unanimous, the detailed results shall be recorded by jurisdiction and forwarded to the agency requesting the recommendation for their information.

Councilmember Clark commented that the lengthy discussion of voting issues over the past year provided a good opportunity to review the roles and responsibilities for the people they represent. The Co-Chairs asked staff to send the revised agreement to each member jurisdiction and agency for approval and signature.

V. Regional Transportation Package

Councilmember Marin reported that the Sound Transit Board was making progress in developing guidance to staff for a plan for Sound Transit Phase 2 (ST2). Representatives from Snohomish County had met with representatives from Seattle and had a productive discussion about sharing costs and accelerating light rail to Northgate as well as working toward Lynnwood and Everett. A staff proposal is expected to be provided at the December 14 Board meeting. In response to questions, he indicated that subarea equity is being considered more on a corridor basis than on a strict subarea basis.

Co-Chair Sterner asked if consideration had been given to the unintended consequences of on future low density development from extending light rail lines. He indicated that such extensions may encourage development at some distance from the end of the rail line, which could result in more crowding on trains for those who live closer in. Matt Shelden responded that the intent is to focus the rail, and the resulting development, into the Urban Growth Area, consistent with the region's plan for growth. Councilmember Marin added that it will take some time for the public to learn to use transit, and that once rail is in place other transit services can be redeployed.

David Hopkins reported that the RTID had a tentative approach for resolving the different boundaries for ST and RTID in Snohomish County that would involve a single vote, rather than a vote on transit and a vote on roads. He explained that the “dual majority” approach that was used for the 1958 proposition that created King County Metro would involve a single ballot question, but the proposition would need to receive a majority of votes within both the ST district and the RTID district to become effective. Legislative changes would be needed to accomplish this, and considerable voter education will be required to ensure that the proposition is clear. In response to questions about whether this approach is likely to be supported by the public, Mr. Hopkins indicated that the legislature required a joint ballot, and polling conducted both by Sound Transit and by WSDOT suggested strong public support for a roads-transit package. Mayor Eastwood and Councilmember Sterner agreed that this joint approach on an integrated transportation package is likely to be supported.

Mr. Hopkins also distributed a legislative agenda for the RTID, which included, in addition to the joint ballot measure issue, items on accountability, the RTID budget, state backing of RTID bonds and protection of existing revenue sources. He indicated that updated cost estimates would be available in the next two weeks, and the RTID will approve a draft plan for public review by the end of January.

Doug Hodson distributed copies of maps showing the percentage of yes vote on the Transit Now proposal for Forum members’ information.

VI. Regional Transportation Commission

Sally Marks reported on recent discussions of the Regional Transportation Commission, which issued its draft report in November. Comments from commissioners at a meeting last week suggest that they are responding to input from a variety of sources who have expressed concern about the Commission’s draft report language and its potential impact on the fall 2007 regional vote. Commissioners indicated that they do not intend to harm that process, and the final report is likely to reflect this. The report also will acknowledge the good work that has been accomplished within complicated and constrained funding sources. There does not appear to be any consensus on a model of governance to be recommended by the Commission. A final report is due by the end of the year.

Karen Richter reported that the Transportation Policy Board will be discussing this on December 14, and the Executive Board will consider this issue in January.

VII. 2007 Officers

After a brief discussion, Forum members agreed to nominate 2007 officers from the floor at the next meeting.

Other attendees:

| | |
|---|---------------------------------------|
| George Allen, Councilmember Ferguson's office | David Hopkins, WSDOT |
| Sally Marks, King County DOT | Kevin Garrett, City of Lynnwood |
| Seyed Safavian, City of Bothell | Joyce Nichols, City of Shoreline |
| Patrice Hardy, Sound Transit | Neil Jensen, City of Lake Forest Park |
| Don Sims, City of Edmonds | Matt Shelden, Sound Transit |
| Dan Burke, Port of Seattle | |

Attachment: Revised SeaShore Agreement as approved on December 13.

AGREEMENT
For the
SEASHORE TRANSPORTATION FORUM

Parties to Agreement:

| | |
|---------------------------|----------------------------------|
| City of Bothell | Puget Sound Regional Council |
| City of Kenmore | Sound Transit |
| City of Lake Forest Park | Community Transit |
| City of Shoreline | Transportation Improvement Board |
| City of Woodinville | Washington State |
| City of Edmonds | Department of Transportation |
| City of Mountlake Terrace | Port of Seattle |
| King County | |
| Snohomish County | |
| City of Seattle | |

Approved by the SeaShore Transportation Forum on December 13, 2006
Transmitted to participating members on _____.

THIS AGREEMENT is made and entered into by and among the CITY OF BOTHELL, hereafter called "Bothell"; the CITY OF KENMORE, hereafter called "Kenmore"; the CITY OF LAKE FOREST PARK, hereafter called "Lake Forest Park"; the CITY OF SHORELINE, hereafter called "Shoreline"; the CITY OF WOODINVILLE, hereafter called "Woodinville"; CITY OF EDMONDS, hereafter called "Edmonds"; CITY OF MOUNTLAKE TERRACE, hereafter called "Mountlake Terrace"; the CITY OF SEATTLE, hereafter called "Seattle"; KING COUNTY, a legal subdivision of the State of Washington, hereafter called "King County"; SNOHOMISH COUNTY, a legal

subdivision of the State of Washington, hereafter called “Snohomish County; the PUGET SOUND REGIONAL COUNCIL, hereafter called the “PSRC”; the CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY, hereafter called “Sound Transit”; SNOHOMISH COUNTY PUBLIC TRANSPORTATION BENEFIT AREA, hereafter called “Community Transit”; the WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, hereafter called “WSDOT”; the TRANSPORTATION IMPROVEMENT BOARD, hereafter called “TIB.”; and the PORT OF SEATTLE.

WHEREAS, each of the jurisdictions in the north King County-south Snohomish County area has experienced significant population growth and economic development in the last decade, and projects continued growth and development in the future; and

WHEREAS, many of the transportation issues faced by the cities in north King County and south Snohomish County are similar to those faced by the City of Seattle; and

WHEREAS, King County and cities in other portions of urbanized King County have found that benefits can be achieved by multijurisdictional coordination, including a cooperative approach to the planning, financing, and construction of needed transportation improvements; and

WHEREAS, this coordination is facilitated by continuing forums for discussion and recommendations on common issues; and

WHEREAS, the King County Comprehensive Plan for Public Transportation—Long Range Policy Framework, originally adopted in 1993 and updated in 2002, divided Metro service into three geographic subareas for the purpose of allocating new transit subsidy; and

WHEREAS, the Six-Year Transit Development Plan, adopted in 1995, calls for the three subarea transportation boards (the Eastside Transportation Partnership, South County Area Transportation Board, and SeaShore Transportation Forum) to review, refine, and recommend service priorities to the King County Executive; and

WHEREAS, King County, Seattle, Bothell, and Lake Forest Park formed a SeaShore Transportation Forum and began discussions about common transportation issues in 1995 to develop recommendations on transit service; and

WHEREAS, the new cities of Shoreline and Kenmore have been formed since that time, and have been participating in SeaShore discussions; and

WHEREAS, the Cities of Woodinville, Edmonds and Mountlake Terrace have agreed to join as members of the Forum; and

WHEREAS, Community Transit and Snohomish County also have been involved in discussions of inter-county coordination and other common issues through SeaShore; and

WHEREAS, Sound Transit relies on the three subarea transportation boards to review and recommend modifications to Sound Move Plan implementation-related services and projects, and to participate in future phase (Phase II) high capacity transit plan development efforts; and

WHEREAS, the "North King County" subarea for Sound Transit consists of the cities of Seattle, Shoreline and Lake Forest Park; and

WHEREAS, the Cities of Seattle, Shoreline and Lake Forest Park, and King County are included in the "Seattle-North King County" subarea designated by the King County Metro Long Range Development Plan and Six Year Plan for transit planning and service allocation; and

WHEREAS, the boundaries of the "Seattle-North King County" subarea are not altered by changes to the membership of the Forum; and

WHEREAS, the SeaShore Transportation Forum is expected to continue to provide valuable input on numerous planning and implementation decisions.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the parties hereto agree as follows:

1.0 Purpose of Agreement

The purpose of the Agreement is to identify the members of the SeaShore Transportation Forum (SeaShore) and provide for the continuation of SeaShore as the Seattle-north King-south Snohomish County forum for information sharing, advocacy, consensus building and coordinating to resolve transportation issues.

2.0 Role of SeaShore

The SeaShore is the forum established by King County for the Seattle-North King County transportation subarea of King County at which elected officials may provide input into

the following decisions, and such other transportation-related issues as the members determine:

- a) development of the King County Metro Six Year Transit Development Plan
- b) implementation of transit service priorities
- c) recommendations for the Safe, Accountable, Flexible, Efficient Transportation Equity Act-Legacy for Users (SAFETEA-LU) regional project identification and Countywide project selection
- d) recommendations to Sound Transit on its services and projects
- e) coordination with the Eastside Transportation Partnership and the South County Area Transportation Board on countywide and regional transportation issues.

The SeaShore Transportation Forum also serves as a central forum for information sharing, consensus building, and coordinating to resolve transportation issues, and discuss priorities for implementing transportation projects and programs on a subregional basis for the north part of King County and the south part of Snohomish County.

The other two subareas have similar forums: the Eastside Transportation Partnership and the South County Area Transportation Board

3.0 Membership and Representation

- 3.1 The members of SeaShore shall be the following counties and cities (hereinafter referred to as "jurisdiction(s)": King County and Snohomish County, and the cities of Seattle, Shoreline, Lake Forest Park, Kenmore, Woodinville, Edmonds, Mountlake Terrace and Bothell; the following transportation agencies (hereinafter referred to as "agency(ies)": the Washington State Department of Transportation (WSDOT), Puget Sound Regional Council (PSRC), Sound Transit, Transportation Improvement Board (TIB), Community Transit and the Port of Seattle. Membership may be extended to others at a later date as SeaShore may later determine.
- 3.2 Each member city and county ("jurisdiction") shall be entitled to two positions on SeaShore. Each agency shall be entitled to one position on SeaShore. Each jurisdiction should appoint two representatives, and each agency should appoint one representative, each for one-year terms. Alternates may also be designated. For the jurisdictions, the representatives should be elected officials; the alternates may be elected officials or high-level staff members as best serves both the jurisdiction and SeaShore. For agencies, their representatives and alternates may be either elected officials or other high-level staff members as such agencies may deem appropriate.
- 3.3 Each jurisdiction's representatives, or their alternate in their absence, shall have one vote. Representatives of agencies shall be non-voting representatives.

- 3.4 The "Seattle-North King County" subarea is recognized as one of three subareas in King County Metro Transit and Sound Transit policy decisions allocating service or capital resources. The SeaShore Transportation Forum is established as the body responsible for making recommendations on these issues. For actions relating to these issues, only those jurisdictions in the "Seattle-North King County" subarea shall vote.
- 3.5 All jurisdictions may vote on other issues, unless an agency requesting a SeaShore recommendation specifies that different voting boundaries or criteria shall be used, or a decision is otherwise specifically required by law or rule to be made by other boundary or criteria.
- 3.6 If a case arises where voting boundary or criteria is in question, all jurisdictions may vote. If the outcome is not unanimous, the detailed results shall be recorded by jurisdiction and forwarded to the agency requesting the recommendation for their information.

4.0 Conduct

- 4.1 SeaShore shall endeavor to make decisions by consensus. If consensus cannot be reached, final decisions will be made by majority vote of the voting members present at the meeting at which action is taken. Dissenting opinions may also be provided to the appropriate decision-makers.
- 4.2 SeaShore will be responsible for overall program direction, approving staff recommendations, and on-going communication with the governing body of each member jurisdiction and agency.
- 4.3 SeaShore may establish its own bylaws and rules of procedure and may modify these as appropriate. Such bylaws and rules shall be consistent with the provisions of this Agreement and modifications to such bylaws and rules will not alter this Agreement.
- 4.4 A Chair or two Co-Chairs shall be chosen by Seashore to serve a term of one-year from January 1 through December 31. The Chair(s) shall conduct the SeaShore activities and are responsible for setting meeting agendas, ensuring fair opportunity for discussion, signing correspondence and speaking on behalf of SeaShore. At least one Chair shall be a representative of a jurisdiction located in whole or in part in the Seattle-North-King-County Subarea.

5.0 Committees

The SeaShore may establish committees as are necessary to carry out its purpose. A Technical Advisory Committee (TAC) of jurisdiction and agency staff shall be formed to advise SeaShore of emergent transportation issues and provide recommendations for action. Each jurisdiction and agency may designate a representative (and an alternate) to the TAC. Other committees may be formed on an ongoing or ad hoc basis as determined by SeaShore from time to time.

6.0 Lead Agency

King County shall provide general administrative and program support for the SeaShore and will be the Lead Agency for the purposes of coordination and receipt of any funds or contract administration. King County assumes wage and benefits cost of its staff performing Lead Agency responsibilities.

7.0 Member Agency Staff Support

Each member jurisdiction and agency is expected to contribute such staff as is necessary to accomplish the work program adopted by the SeaShore.

8.0 Work Program

The SeaShore may undertake activities consistent with its purposes and shall prepare an annual work program for the following year, and progress report on the year just completed for submittal to its members.

9.0 Financing and Cost Sharing Guidelines:

9.1 SeaShore Yearly Dues -- Each member jurisdiction will contribute \$500 annually to remain members in good standing. The designated Lead agency shall not be required to pay yearly dues. This revenue shall be used for special events, public education, or other expenses authorized by the SeaShore Forum.

9.2 The following guidelines shall generally apply:

- (1) **Annual Review of Financing:** The Forum shall determine by June 30 of each year whether an additional financial contribution will be requested of the member jurisdictions and agencies.
- (2) **Member Jurisdictions:** Costs shall be shared among member jurisdictions other than King County by a method as determined by action of the Forum. Unless agreed to otherwise, King County's share shall be limited to the costs of providing staff support.

(3) Non-voting Member Agencies/Organizations: The member agencies shall not be expected to make a direct funding contribution. However, subject to the availability of member funding, in-kind contributions may be necessary as determined by an action of SeaShore.

(4) Modification to Agreement Required: A modification to this agreement specifying cost-sharing, purpose, scope of work and other details is required to obligate a member jurisdiction to a change in funding participation.

10.0 Withdrawal of a Party from this Agreement

Each party, for its convenience and without cause or for any reason whatsoever, may withdraw from participation in this Agreement by providing written notice, sent certified mail, return receipt required, to all of the other parties at least thirty (30) days in advance of the effective date of the withdrawal. A withdrawing party shall not be entitled to a refund of any dues or other payments to support SeaShore activities and shall make any contributions required to be paid to other parties under this Agreement for costs which had been obligated prior to the effective date of the withdrawal. In the event a party withdraws, the remaining parties shall amend this Agreement as necessary to reflect changes in the named parties and cost and revenue allocations. In the event of withdrawal by a party, this Agreement shall terminate as to that party but shall continue in effect with respect to the remaining parties. However, the termination of this Agreement with respect to one or more parties shall not affect any of the parties' rights or obligations, including any rights or obligations of a withdrawing party, that are expressly intended to survive termination.

Each party's funding to perform its obligations under the Agreement, beyond the current appropriation year, is conditional upon appropriation by the party's governing body of sufficient funds to support said obligations. Should such an appropriation not be approved for a future year, a party may exercise its right to withdraw as provided herein.

11.0 Duration

This Agreement shall take effect upon being duly adopted by the governing bodies of all parties and executed by the authorized representatives of all parties. This Agreement shall remain in effect until December 31, 2008, unless terminated earlier or extended in accordance with Section 18.0.

12.0 Termination

All parties to this Agreement must agree to terminate this Agreement in order for such termination to be effective. If all parties desire to terminate this Agreement, they shall execute a Statement of Termination. Upon termination, no party shall be required to make any additional contributions. Any remaining funds shall be refunded to the parties to this Agreement according to Section 14.0.

13.0 Real and Personal Property

The acquisition of real property is not anticipated under this Agreement. Any personal property acquired pursuant to this Agreement shall be held by the Lead Agency. In the event this Agreement expires or is terminated in accordance with Section 12.0, any personal property other than cash shall remain with the Lead Agency.

14.0 Return of Funds

At such time as this Agreement expires or is terminated in accordance with Section 12.0, any unexpended and uncommitted funds shall be distributed proportionately to those parties to this Agreement at the time of termination based on each party's percentage share of the original contribution.

16.0 Filing

This Agreement shall be filed with the King County Department of Records and Elections.

17.0 Legal Relations

17.1 The parties shall comply with all applicable state and federal laws and regulations.

17.2 This Agreement is solely for the benefit of the parties hereto and gives no right to any other party. No joint venture or partnership is formed as a result of this Agreement. No employees or agents of one party or any of its contractors or subcontractors shall be deemed, or represent themselves to be, employees of any other party.

17.3 Each party shall defend, indemnify, and hold harmless the other parties and all of their officials, employees, principals and agents from all claims, demands, suits, actions, and liability of any kind whatsoever which arise out of, are connected with, or are incident to any negligent acts of the indemnifying party, its contractor, and/or employees, agents, and representatives in performing the indemnifying party's obligations under this Agreement. The parties agree that their obligations under this paragraph extend to claims made against one party by the other party's own employees. For this purpose, the parties, by mutual negotiation, hereby waive, as respects the other party only, any immunity that would otherwise be available against such claims under the industrial insurance

provisions of RCW Title 51. In the event any party incurs attorney's fees, costs or other legal expenses to enforce the provisions of this section, against the other party, all such reasonable fees, costs and expenses shall be recoverable by the prevailing party.

17.4 The provisions of this Section 17 shall survive and remain applicable to each of the parties notwithstanding any termination or expiration of this Agreement and notwithstanding a party's withdrawal from this Agreement.

18.0 Entirety and Modifications

18.1 This Agreement merges and supersedes all prior negotiations, representations, and agreements between the parties relating to the subject matter hereof and constitutes the entire agreement between the parties.

18.2 This Agreement may be modified or extended only by written instrument signed by all parties hereto.

19.0 Counterparts

The signature page of this Agreement may be executed in any number of counterparts, each of which shall be an original.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be signed and delivered by its duly authorized officer or representative as of the date set forth below its signature.

| | | |
|--------------------------|------------------------------|---|
| CITY OF BOTHELL | KING COUNTY | COMMUNITY TRANSIT |
| By _____ Date _____ | By _____ Date _____ | BY _____ Date _____ |
| CITY OF KENMORE | SNOHOMISH COUNTY | CITY OF SEATTLE |
| By _____ Date _____ | By _____ Date _____ | By _____ Date _____ |
| CITY OF LAKE FOREST PARK | PUGET SOUND REGIONAL COUNCIL | WASHINGTON STATE DEPARTMENT OF TRANSPORTATION |
| By _____ Date _____ | By _____ Date _____ | By _____ Date _____ |
| CITY OF SHORELINE | SOUND TRANSIT | TRANSPORTATION IMPROVEMENT BOARD |

SeaShore Transportation Forum
Meeting Summary
December 13, 2006
Page 15

| | | |
|------------------------|------------------------------|------------------------|
| By _____ Date _____ | By _____ Date _____ | By _____ Date _____ |
| CITY OF WOODINVILLE | CITY OF MOUNTLAKE TERRACE | CITY OF EDMONDS |
| By _____ Date _____ | By _____ Date _____ | By _____ Date _____ |
| <u>PORT OF SEATTLE</u> | | |
| By _____ Date _____ | | |

**AGREEMENT
For the
SEASHORE TRANSPORTATION FORUM**

Parties to Agreement:

City of Bothell
City of Kenmore
City of Lake Forest Park
City of Shoreline
City of Woodinville
City of Edmonds
City of Mountlake Terrace
King County
Snohomish County
City of Seattle

Puget Sound Regional Council
Sound Transit
Community Transit
Transportation Improvement Board
Washington State
Department of Transportation

Transmitted to participating members on December 23, 2002.

THIS AGREEMENT is made and entered into by and among the CITY OF BOTHELL, hereafter called "Bothell"; the CITY OF KENMORE, hereafter called "Kenmore"; the CITY OF LAKE FOREST PARK, hereafter called "Lake Forest Park"; the CITY OF SHORELINE, hereafter called "Shoreline"; the CITY OF WOODINVILLE, hereafter called "Woodinville"; CITY OF EDMONDS, hereafter called "Edmonds"; CITY OF MOUNTLAKE TERRACE, hereafter called "Mountlake Terrace"; the CITY OF SEATTLE, hereafter called "Seattle"; KING COUNTY, a legal subdivision of the State of Washington, hereafter called "King County"; SNOHOMISH COUNTY, a legal subdivision of the State of Washington, hereafter called "Snohomish County"; the PUGET SOUND REGIONAL COUNCIL, hereafter called the "PSRC"; the CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY, hereafter called "Sound Transit"; SNOHOMISH COUNTY PUBLIC TRANSPORTATION BENEFIT AREA, hereafter called "Community Transit"; the WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, hereafter called "WSDOT"; and the TRANSPORTATION IMPROVEMENT BOARD, hereafter called "TIB."

WHEREAS, each of the jurisdictions in the north King County-south Snohomish County area has experienced significant population growth and economic development in the last decade, and projects continued growth and development in the future; and

WHEREAS, many of the transportation issues faced by the cities in north King County and south Snohomish County are similar to those faced by the City of Seattle; and

WHEREAS, King County and cities in other portions of urbanized King County have found that benefits can be achieved by multi-jurisdictional coordination, including a cooperative approach to the planning, financing, and construction of needed transportation improvements; and

WHEREAS, this coordination is facilitated by continuing forums for discussion and recommendations on common issues; and

WHEREAS, the King County Comprehensive Plan for Public Transportation - Long Range Policy Framework, originally adopted in 1993 and updated in 2002, divided Metro service into three geographic subareas for the purpose of allocating new transit subsidy; and

WHEREAS, the Six-Year Transit Development Plan, adopted in 1995, calls for the three subarea transportation boards (the Eastside Transportation Partnership, South County Area Transportation Board, and SeaShore Transportation Forum) to review, refine, and recommend service priorities to the King County Executive; and

WHEREAS, King County, Seattle, Bothell, and Lake Forest Park formed a SeaShore Transportation Forum and began discussions about common transportation issues in 1995 to develop recommendations on transit service; and

WHEREAS, the new cities of Shoreline and Kenmore have been formed since that time, and have been participating in SeaShore discussions; and

WHEREAS, the cities of Woodinville, Edmonds and Mountlake Terrace have agreed to join as members of the Forum; and

WHEREAS, Community Transit and Snohomish County also have been involved in discussions of inter-county coordination and other common issues through SeaShore; and

WHEREAS, Sound Transit relies on the three subarea transportation boards to review and recommend modifications to Sound Move Plan implementation-related services and projects, and to participate in future phase (Phase II) high capacity transit plan development efforts; and

WHEREAS, the "North King County" subarea for Sound Transit consists of the cities of Seattle, Shoreline and Lake Forest Park; and

WHEREAS, the Cities of Seattle, Shoreline and Lake Forest Park, and King County are included in the "Seattle-North King County" subarea designated by the King County Metro Long Range Development Plan and Six Year Plan for transit planning and service allocation; and

WHEREAS, the boundaries of the "Seattle-North King County" subarea are not altered by changes to the membership of the Forum; and

WHEREAS, the SeaShore Transportation Forum is expected to continue to provide valuable input on numerous planning and implementation decisions

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the parties hereto agree as follows:

1.0 Purpose of Agreement

The purpose of the Agreement is to identify the members of the SeaShore Transportation Forum (SeaShore) and provide for the continuation of SeaShore as the Seattle-north King-south Snohomish County forum for information sharing, advocacy, consensus building and coordinating to resolve transportation issues.

2.0 Role of SeaShore

The SeaShore is the forum established by King County for the Seattle-North King County transportation subarea of King County at which elected officials may provide input into the following decisions, and such other transportation-related issues as the members determine:

- a) Development of the King County Metro Six-Year Transit Development Plan**
- b) Implementation of transit service priorities**
- c) Recommendations for TEA-21 regional project identification and countywide project selection**
- d) Recommendations to Sound Move Plan implementation related services and projects, and development of future Phase II high capacity planning efforts**

The SeaShore Transportation Forum also serves as a central forum for information sharing, consensus building, and coordinating to resolve transportation issues, and discuss priorities for implementing transportation projects and programs on a subregional basis for the north part of King County and the south part of Snohomish County.

The other two subareas have similar forums: the Eastside Transportation Partnership and the South County Area Transportation Board

3.0 Membership and Representation

- 3.1 The members of SeaShore shall be the following counties and cities (hereinafter referred to as "jurisdiction(s)": King County and Snohomish County, and the cities of Seattle, Shoreline, Lake Forest Park, Kenmore, Woodinville, Edmonds, Mountlake Terrace and Bothell; the following transportation agencies (hereinafter referred to as "agency(ies)": the Washington State Department of Transportation (WSDOT), Puget Sound Regional Council (PSRC), Sound Transit, Transportation Improvement Board (TIB), and Community Transit. Membership may be extended to others at a later date as SeaShore may later determine.**

- 3.2 Each member city and county ("jurisdiction") shall be entitled to two positions on the SeaShore Transportation Forum. Each agency/organization shall be entitled to one position on the SeaShore Transportation Forum. Each jurisdiction should appoint two representatives, and each agency/organization should appoint one representative, each for one-year terms. Alternates may also be designated. For the jurisdictions, the representative should be an elected official; the alternate may be an elected official or high-level staff member as best serves both the jurisdiction and the SeaShore.
- 3.3 Each elected representative or alternate shall have one vote. Representatives of agencies, such as WSDOT, Community Transit, Sound Transit, TIB and the PSRC, shall be non-voting representatives.
- 3.4 The "Seattle-North King County" subarea is recognized as one of three subareas in King County for Metro Transit and Sound Transit decisions allocating service or capital resources. The SeaShore Transportation Forum is established as the body responsible for making recommendations on these issues. For actions relating to these issues, only those jurisdictions in the "Seattle-North King County" subarea shall vote.
- 4.0 Conduct
- 4.1 SeaShore shall operate by majority vote of those present at the meeting at which action is taken. Dissenting opinions may also be provided to the appropriate decision-makers.
- 4.2 SeaShore will be responsible for overall program direction, approving staff recommendations, and on-going communication with the governing body of each member jurisdiction.
- 4.3 SeaShore may establish its own bylaws and rules of procedure and may modify these as appropriate. Such bylaws and rules shall be consistent with the provisions of this Agreement and modifications to such bylaws and rules will not alter this Agreement.
- 4.4 A Chair or two Co-Chairs shall be chosen by SeaShore to serve a term of one-year from January 1 through December 31. The Co-Chairs shall conduct the SeaShore activities and are responsible for setting meeting agendas, ensuring fair opportunity for discussion, signing correspondence and speaking on behalf of SeaShore.

5.0 Committee

The SeaShore may establish such committees as are necessary to carry out its purpose, including but not limited to a Technical Advisory Committee (TAC). A TAC of jurisdiction and agency staff may be formed on an on going or an ad hoc basis, as determined by SeaShore, to advise SeaShore of emergent transportation issues and provide recommendations for action.

6.0 Lead Agency

King County shall provide general administrative and program support for the SeaShore and will be the Lead Agency for the purposes of coordination and receipt of any funds or contract administration. King County assumes wage and benefits cost of its staff performing Lead Agency responsibilities.

7.0 Member Agency Staff Support

Each member jurisdiction and agency is expected to contribute such staff as is necessary to accomplish the work program adopted by the SeaShore.

8.0 Work Program

The SeaShore may undertake activities consistent with its purposes and shall prepare an annual work program for the following year, and progress report on the year just completed for submittal to its members.

9.0 Financing and Cost Sharing Guidelines:

9.1 SeaShore Yearly Dues -- Beginning in 2004, each member county and city will contribute \$250.00 annually per vote awarded to remain members in good standing. The designated Lead agency shall not be required to pay yearly dues. This revenue shall be used for special events, public education, or other expenses authorized by the SeaShore Forum.

9.2 The following guidelines shall generally apply:

(1) **Annual Review of Financing:** The Forum shall determine by June 30 of each year whether an additional financial contribution will be requested of the Board Jurisdictions and agencies.

(2) **Member Jurisdictions:** Costs shall be shared among member jurisdictions other than King County by a method as determined by action of the Forum. Unless agreed to otherwise, King County's share shall be limited to the costs of providing staff support.

(3) **Non-voting Member Agencies/Organizations:** The member agencies shall not be expected to make a direct funding contribution. However, subject to the availability of member funding, in-kind contributions may be necessary as determined by an action of SeaShore.

(4) **Modification to Agreement Required:** A modification to this agreement specifying cost-sharing, purpose, scope of work and other details is required to obligate a member jurisdiction to a change in funding participation.

10.0 Withdrawal of a Party from this Agreement

Each party, for its convenience and without cause or for any reason whatsoever, may withdraw from participation in this Agreement by providing written notice, sent certified mail, return receipt required, to all of the other parties at least thirty (30) days in advance of the effective date of the withdrawal. A withdrawing party shall not be entitled to a refund of any dues or other payments to support SeaShore activities and shall make any contributions required to be paid to other parties under this Agreement for costs which had been obligated prior to the effective date of the withdrawal. In the event a party withdraws, the remaining parties shall amend this Agreement as necessary to reflect changes in the named parties and cost and revenue allocations. In the event of withdrawal by a party, this Agreement shall terminate as to that party but shall continue in effect with respect to the remaining parties. However, the termination of this Agreement with respect to one or more parties shall not affect any of the parties' rights or obligations, including any rights or obligations of a withdrawing party, that are expressly intended to survive termination.

Each party's funding to perform its obligations under the Agreement, beyond the current appropriation year, is conditional upon appropriation by the party's governing body of sufficient funds to support said obligations. Should such an appropriation not be approved for a future year, a party may exercise its right to withdraw as provided herein.

11.0 Duration

This Agreement shall take effect upon being duly adopted by the governing bodies of all parties and executed by the authorized representatives of all parties. This Agreement shall remain in effect until December 31, 2005, unless terminated earlier or extended in accordance with Section 18.0.

12.0 Termination

All parties to this Agreement must agree to terminate this Agreement in order for such termination to be effective. If all parties desire to terminate this Agreement, they shall execute a Statement of Termination. Upon termination, no party shall be required to make any additional contributions. Any remaining funds shall be refunded to the parties to this Agreement according to Section 14.0.

13.0 Real and Personal Property

The acquisition of real property is not anticipated under this Agreement. Any personal property acquired, pursuant to this Agreement shall be held by the Lead Agency. In the event this Agreement expires or is terminated in accordance with Section 12.0: any personal property other than cash shall remain with the Lead Agency.

14.0 Return of Funds

At such time as this Agreement expires or is terminated in accordance with Section 12.0, any unexpended and uncommitted funds shall be distributed proportionately to those parties to this Agreement at the time of termination based on each party's percentage share of the original contribution.

16.0 Filing

This Agreement shall be filed with the King County Department of Records and Elections.

17.0 Legal Relations

17.1 The parties shall comply with all applicable state and federal laws and regulations.

17.2 This Agreement is solely for the benefit of the parties hereto and gives no right to any other party. No joint venture or partnership is formed as a result of this Agreement. No employees or agents of one party or any of its contractors or subcontractors shall be deemed, or represent themselves to be, employees of any other party.

17.3 Each party shall defend, indemnify, and hold harmless the other parties and all of their officials, employees, principals and agents from all claims, demands, suits, actions, and liability of any kind whatsoever which arise out of, are connected with, or are incident to any negligent acts of the indemnifying party, its contractor, and/or employees, agents, and representatives in performing the indemnifying party's obligations under this Agreement. The parties agree that their obligations under this paragraph extend to claims made against one party by the other party's own employees. For this purpose the parties, by mutual negotiation, hereby waive as respects the other party only, any immunity that would otherwise be available against such claims under the industrial insurance provisions of RCW Title 51. In the event any party incurs attorney's fees, costs or other legal expenses to enforce the provisions of this section, against the other party, all such reasonable fees, costs and expenses shall be recoverable by the prevailing party.

17.4 The provisions of this Section 17 shall survive and remain applicable to each of the parties notwithstanding any termination or expiration of this Agreement and notwithstanding a party's withdrawal from this Agreement.

18.0 Entirety and Modifications

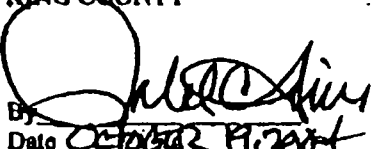
18.1 This Agreement merges and supersedes all prior negotiations, representations, and agreements between the parties relating to the subject matter hereof and constitutes the entire agreement between the parties.

18.2 This Agreement may be modified or extended only by written instrument signed by all parties hereto.

19.0 Counterparts

The signature page of this Agreement may be executed in any number of counterparts, each of whom shall be an original.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be signed and delivered by its duly authorized officer or representative as of the date set forth below its signature.

| | | |
|--|--|---|
| CITY OF BOTHELL By _____ Date _____ | KING COUNTY  By _____ Date <u>OCTOBER 19, 2004</u> | COMMUNITY TRANSIT By _____ Date _____ |
| CITY OF KENMORE By _____ Date _____ | SNOHOMISH COUNTY By _____ Date _____ | CITY OF SEATTLE By _____ Date _____ |
| CITY OF LAKE FOREST PARK By _____ Date _____ | PUGET SOUND REGIONAL COUNCIL By _____ Date _____ | WASHINGTON STATE DEPARTMENT OF TRANSPORTATION By _____ Date _____ |
| CITY OF SHORELINE By _____ Date _____ | SOUND TRANSIT By _____ Date _____ | TRANSPORTATION IMPROVEMENT BOARD By _____ Date _____ |
| CITY OF WOODINVILLE By _____ Date _____ | CITY OF MOUNTLAKE TERRACE By _____ Date _____ | CITY OF EDMONDS By _____ Date _____ |

List of Parties Signing SeaShore Agreement*

King County, October 19, 2004

City of Woodinville, February 11, 2003

WSDOT, March 3, 2003

City of Bothell, February 4, 2003

City of Shoreline, February 2, 2003

City of Edmonds, February 27, 2003

Puget Sound Regional Council, February 11, 2003

City of Lake Forest Park, January 15, 2003

Community Transit, January 21, 2003

City of Kenmore, January 13, 2003

Transportation Improvement Board, December 30, 2002

Sound Transit, January 6, 2003

City of Seattle, November 15, 2004

Snohomish County, February 14, 2003

* Each signature is on a different page in the document signed by the participants. In order to save paper, this listing is provided. If you wish to see the individual signature pages, please advise staff.

SEASHORE TRANSPORTATION FORUM Attachment C

| MEMBERS | NUMBERS OF REPRESENTATIVES | VOTING |
|---------------------------------------|----------------------------|--------|
| City of Bothell | 2 | Yes |
| City of Kenmore | 2 | Yes |
| City of Lake Forest Park | 2 | Yes* |
| City of Shoreline | 2 | Yes* |
| City of Woodinville | 2 | Yes |
| City of Edmonds | 2 | Yes |
| City of Mountlake Terrace | 2 | Yes |
| King County | 2 | Yes* |
| Snohomish County | 2 | Yes |
| City of Seattle | 2 | Yes* |
| Puget Sound Regional Council | 1 | Yes |
| Sound Transit | 1 | Yes |
| Community Transit | 1 | Yes |
| Transportation Improvement Board | 1 | Yes |
| WA State Department of Transportation | 1 | Yes |
| Port of Seattle | 1 | Yes |

Voting:

3.4 The “Seattle-North King County” subarea is recognized as one of the three subareas in King County Metro Transit and Sound Transit policy decisions allocating service or capital resources. The SeaShore Transportation Forum is established as the body responsible for making recommendations on these issues. For actions relating to these issues, only those jurisdictions in the “Seattle-North King County” subarea shall vote. *

New Section

3.5 All jurisdictions may vote on other issues, unless an agency requesting a SeaShore recommendation specifies that different voting boundaries or criteria shall be used, or a decision is otherwise specifically required by law or rule to be made by other boundary or criteria.

New Section

3.6 If a case arises where voting boundary or criteria is in question, all jurisdictions may vote. If the outcome is not unanimous, the detailed results shall be recorded by jurisdiction and forwarded to the agency requesting the recommendation for their information.

SOUTH COUNTY AREA TRANSPORTATION BOARD

3.0 Voting and Non-Voting Members

3.1. The members of SCATBd and their voting rights shall be as follows:

| MEMBERS | NUMBER OF REPRESENTATIVES | VOTING |
|---|----------------------------------|---------------|
| Algona | 1 | Yes |
| Auburn | 1 | Yes |
| Black Diamond | 1 | Yes |
| Burien | 1 | Yes |
| Covington | 1 | Yes |
| Des Moines | 1 | Yes |
| Enumclaw | 1 | Yes |
| Federal Way | 1 | Yes |
| King County | 2 | Yes |
| Kent | 1 | Yes |
| Maple Valley | 1 | Yes |
| Milton | 1 | Yes |
| Muckleshoot Tribe | 1 | Yes |
| Normandy Park | 1 | Yes |
| Pacific | 1 | Yes |
| Renton | 1 | Yes* |
| SeaTac | 1 | Yes |
| Tukwila | 1 | Yes |
| Port of Seattle | 1 | No |
| Puget Sound Regional Council | 1 | No |
| Sound Transit | 1 | No |
| Pierce Transit | 1 | No |
| Transportation Improvement Board | 1 | No |
| Washington State Department of Transportation | 1 | No |

3.2 The "South King County" subarea is recognized as one of three subareas in King County providing input for Metro Transit and Sound Transit decisions allocating service or capital resources. The South County Area Transportation Board is established as the body responsible for making recommendations on these issues. The City of Renton is located in the East King subarea for Sound Transit decisions. For actions relating to Sound Transit issues, only those jurisdictions in the "South King County" subarea shall vote.

3.3 Existing or new cities legally formed under the laws of incorporation of the State of Washington may petition SCATBd for membership. The number of SCATBd representatives and the status of new members shall be determined by a simple majority of voting representatives present at a meeting of the SCATBd at which a quorum is present.

3.4 Private sector groups that represent the South County may be added as nonvoting members in SCATBd as determined by a simple majority of voting representatives present at a meeting of the SCATBd at which a quorum is present.

3.0 Voting and Non-voting Members

3.1 The members of ETP and their voting rights shall be as follows:

| MEMBERS | Number of Representatives | Voting |
|--|--------------------------------------|---------------|
| Bellevue | 2 | Yes |
| Bothell | 2 | Yes |
| Kenmore | 2 | Yes |
| Kirkland | 2 | Yes |
| Issaquah | 2 | Yes |
| Mercer Island | 2 | Yes |
| Redmond | 2 | Yes |
| Renton | 2 | Yes |
| Sammamish | 2 | Yes |
| Woodinville | 2 | Yes |
| Newcastle | 2 | Yes |
| King County | 4 | Yes |
| Snohomish County | 1 | Yes |
| PSRC | 1 | No |
| WSDOT | 1 | Yes |
| Sound Transit | 1 | No |
| Transportation Improvement Board | 1 | No |
| Washington State Transportation Commission | 1 | No |
| Eastside Transportation Association | 1 | No |
| Eastside Transportation Choices Coalition | 1 | No |
| Small Cities (Beaux Arts, Hunts Point, Medina, Clyde Hill, Yarrow Point) Combined | 2 | Yes |

3.2 Existing or new cities legally formed under the laws of incorporation of the State of Washington, located within the ETP boundaries, may petition ETP for membership during the annual open enrollment period (February 1 through March 15). The number of ETP representatives and the voting status of new members shall be determined by a simple majority of voting representatives present at a meeting of the ETP.

3.3 Additional private sector groups that represent the Eastside may be added as nonvoting members in ETP during the annual open enrollment period (February 1 through March 15). Addition of such nonvoting members shall be based on meeting the following criteria, as established in the ETP Procedures adopted October 8, 2004:

- Groups must represent the entire Eastside, and not be limited to one or two jurisdictions
- Groups must have a membership of at least 30 people
- Groups must have an adopted mission and bylaws or operating procedures
- Groups must have a mission that is compatible with ETP's mission
- Groups must accept ETP's mission and purpose
- Groups that participate will be evaluated at the end of the agreement period to determine whether they met the criterion of ETP's mission

Addition of such nonvoting members shall be determined by a two-thirds majority vote of voting representatives present at a meeting of the ETP. Other groups or private citizens may attend ETP meetings and provide input during the public comment period.

This page intentionally left blank