



AGENDA

SHORELINE CITY COUNCIL WORKSHOP DINNER MEETING

Monday, July 23, 2007
6:00 p.m.

Shoreline Conference Center
Highlander Room

TOPICS/GUESTS: 1. Metro Allocation: Bob Ferguson, King County Councilmember
2. Executive Session: Property Acquisition (7:10-7:25)

SHORELINE CITY COUNCIL BUSINESS MEETING

Monday, July 23, 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		
(a) Proclamation of "24 th Annual National Night Out"	<u>1</u>	
(b) Proclamation of "Celebrate Shoreline"	<u>3</u>	
3. REPORT OF THE CITY MANAGER		7:40
4. REPORTS OF BOARDS AND COMMISSIONS		
5. GENERAL PUBLIC COMMENT		7:45
<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		8:00
(a) Minutes of Special Meeting of June 4, 2007	<u>5</u>	

Minutes of Business Meeting of June 11, 2007	<u>25</u>
Minutes of Workshop Dinner Meeting of June 25, 2007	<u>39</u>
Minutes of Workshop Dinner Meeting of July 9, 2007	<u>41</u>
(b) Approval of expenses and payroll as of July 11, 2007 in the amount of \$ 4,679,645.98	<u>43</u>
(c) Authorizing the Purchase and Sale Agreement for the 8.32-acre Seattle Public Utilities parcel for the Purchase Price of \$3,527,800	<u>45</u>
(d) Motion to Authorize City Manager to Execute Interlocal Agreement with the Department of Corrections	<u>55</u>
(e) Motion to Authorize the City Manager to Execute: 1) a Construction Contract Change Order with Precision Earthworks, Inc.; and 2) a Construction Management Contract Supplement with W & H Pacific, for the 2007 Sidewalk Priority Route – Dayton Avenue N.	<u>63</u>
(f) Amendment to MacLeod Reckord Design Services Contract for North Central Segment of the Interurban Trail	<u>65</u>

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

(a) Resolution No. 263, Adopting a Preferred Alternative and Implementation Strategies for the Aurora Corridor Multimodal Project, N. 165 th Street to N. 205 th Street	<u>67</u>	8:15
(b) Resolution No. 264, Creating a Lifetime Achievement Award	<u>107</u>	8:35

9. ADJOURNMENT 8:50

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. Council meetings can also be viewed on the City's Web site at cityofshoreline.com/cityhall/citycouncil/index.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Proclamation of "24 th Annual National Night Out"
DEPARTMENT: Police Department
PRESENTED BY: Tony Burt, Police Chief

PROBLEM/ISSUE STATEMENT:

The Shoreline Police Department is joining with the National Association of Town Watch in sponsoring this year's "National Night Out" in Shoreline. The event, which is part of a nationwide crime, drug and violence prevention program, will take place on Tuesday, August 7, 2007. Along with the Police Department, the city's neighborhood associations and Block Watches are participating by sponsoring a variety of activities to celebrate this annual event. The goal of the event is to emphasize police-community partnerships and neighborhood safety.

Block Watch Captains Jeanne Monger, representing Echo Lake, and Bob Barta, representing Highland Terrace, will be in attendance to accept the proclamation.

RECOMMENDATION

No action is required.

Approved By: City Manager  City Attorney ____



PROCLAMATION

WHEREAS, the National Association of Town Watch (NATW) is sponsoring a unique nationwide crime, drug and violence prevention program on August 7, 2007 entitled "National Night Out"; and

WHEREAS, the "24th Annual National Night Out" provides a unique opportunity for the City of Shoreline to join forces with thousands of other communities across the country in promoting cooperative, police-community crime prevention efforts; and

WHEREAS, the neighborhoods of the City of Shoreline play a vital role in assisting the Shoreline Police Department through joint crime, drug and violence prevention efforts and are supporting "National Night Out 2007" locally; and

WHEREAS, it is essential that all citizens of the City of Shoreline be aware of the importance of crime prevention programs and the impact that their participation can have on reducing crime, drugs and violence; and

WHEREAS, police-community partnerships, neighborhood safety, awareness and cooperation are the important themes of the "National Night Out" program;

NOW, THEREFORE, I, Robert L. Ransom, Mayor of the City of Shoreline, on behalf of the Shoreline City Council, do hereby proclaim August 7, 2007 as the

24th Annual National Night Out

in the City of Shoreline and encourage our citizens to join the Shoreline Police Department and the National Association of Town Watch in supporting this event.

Robert L. Ransom
Mayor of Shoreline

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Proclamation for "Celebrate Shoreline"
DEPARTMENT: Parks, Recreation and Cultural Services
PRESENTED BY: Lynn M. Cheeney, Recreation Superintendent

PROBLEM/ISSUE STATEMENT:

This year marks the 12th annual Celebrate Shoreline. This event honors our incorporation with activities that bring together citizens, community leaders, agencies and businesses. This year's three day event begins on Friday, August 17th with a celebration of youth at the Skate Park followed on Saturday, August 18th by the Rotary Run/ Walk, big parade along 15th Ave NE and community festival at Ridgecrest Elementary. We end the celebration on Sunday, August 19th with a sand sculpture contest at Richmond Beach Saltwater Park.

We are pleased to announce Mr. Bill Clements as our 2007 Parade Marshall. Mr. Clements is currently chair of the Parks Board and was co-chair of the 2006 Park Bond.

These events have been coordinated by a hard-working and creative citizens committee which has worked with staff to design a great community celebration. Tonight members of the committee and Recreation Assistant Pam Barrett will be present to accept the proclamation.

RECOMMENDATION

No action is required.

Approved By: City Manager  City Attorney ____



PROCLAMATION

WHEREAS, the City of Shoreline is proud of its history and created "Celebrate Shoreline" after incorporation as an annual event to bring together residents, community leaders, agencies, and businesses to celebrate all the things that make our city such a great place to live and work; and

WHEREAS, this year Celebrate Shoreline will be a three-day event, with a celebration for youth on Friday, August 17th, at the Paramount School Park Skate facility; and

WHEREAS, on Saturday, August 18th, there will be a parade in North City and a community festival at Ridgecrest Elementary School; and

WHEREAS, Celebrate Shoreline will conclude with a sand sculpture contest to take place at Richmond Beach Saltwater Park on Sunday, August 19th; and

WHEREAS, a citizens committee of Shoreline residents has worked diligently over the past eight months to help coordinate this year's events;

NOW, THEREFORE, I, Robert L. Ransom, Mayor of the City of Shoreline, on behalf of the Shoreline City Council, do hereby proclaim August 17th, 18th and 19th 2007 as a time to

CELEBRATE SHORELINE

and encourage all citizens in Shoreline to participate in the many activities that will take place during this celebration.

Robert L. Ransom
Mayor of Shoreline

DRAFT

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF SPECIAL MEETING

Monday, June 4, 2007 - 6:30 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

Mayor Ransom called the meeting to order at 6:37 p.m.

2. FLAG SALUTE/ROLL CALL

Mayor Ransom led the flag salute. Upon roll call by the City Clerk, all Councilmembers were present with the exceptions of Deputy Mayor Fimia and Councilmembers Hansen and Gustafson, who arrived shortly thereafter.

3. CITY MANAGER'S REPORT AND FUTURE AGENDAS

Bob Olander, City Manager, provided updates and announcements. He stated that the City participated in an Emergency Earthquake exercise and tested the City's rapid damage assessment system. The entire assessment took 40 minutes and he was pleased with the results. "Shoreline Live!" was a huge success, with over 200 people in attendance and an encore performance on June 5th. The Parks, Recreation and Cultural Services Board is accepting proposals for a new name for the Richmond Beach Pump Station Park; nominations should be submitted to the Parks Department by July 31. The City is also accepting nominations for the Celebrate Shoreline Grand Marshal. The next Aurora Business and Community Team (ABC) meeting is scheduled for June 6; the next Planning Commission meeting is scheduled for June 7; and the Aurora Corridor and Interurban Trail Bridge ribbon-cutting ceremony will be held on June 16. He concluded by introducing Planning and Development Services Director Joe Tovar concerning an update on the South Aurora Triangle development process.

Mr. Tovar stated that an article was in The Enterprise on Friday concerning the zoning amendments on the South Aurora Triangle (SAT). He said he has decided to slow down the process, which will include more public involvement. There have been public workshops added, and the first workshop will be next week. Information will be posted on the City website.

DRAFT

4. REPORTS OF BOARDS AND COMMISSIONS

Deputy Mayor Fimia said she will be attending the North King County Economic Engine Survey and Summit Conference to work on survey questions. She noted that she has circulated the prior questions and proposed questions to the Council for their input.

Councilmember Gustafson said he attended the WRIA-8 Project Subcommittee and King Conservation District (KCD) field trip. The group visited ten sites to evaluate ten projects requesting grants for King Conservation projects. He commented that this is an interesting process and final recommendations will be made to the KCD on June 25.

Mayor Ransom announced that the Suburban Cities Association (SCA) is hosting a dinner on June 27th and invited the Council to attend. He highlighted that the City hosted the Boryeong delegation and there was a meeting on Wednesday at Shoreline Community College (SCC). He also said there was breakfast on Friday morning with them. He is pleased they were able to come to Shoreline. Mayor Ransom said the trip emphasized education, economic trade, and governmental relations between the two cities.

Mr. Olander recognized City Clerk Scott Passey, Executive Assistant Carolyn Wurdeman, Assistant City Manager Julie Modrzejewski, and former Councilmember John Chang. He commented on all of Mr. Chang's time and effort spent organizing the sister cities events.

Mayor Ransom announced that he was invited to the 70th Regional Readiness Command Change of Command Ceremony, which included the retirement of Major General Lawrence Johnson and the promotion of Brigadier General Chris Ingram. It was a nice program and the highest ranking General in the United States Army Reserves was in attendance. At the North End Mayors meeting, there was discussion about a North Urban Human Service Alliance Group regarding affiliation with the Eastside Forum; there is a campaign to have cities become members of the organization. There was also some discussion about some performance-based outcomes. This meeting, he pointed out, was attended by Assistant City Manager Julie Modrzejewski and there was also discussion about an economic summit. He also said Bothell's key issues are adult entertainment, annexation, and reviewing height limits. He commented that there are also three people up for election in Bothell. Woodinville's main topics were revising height limits, dinner train, and the possibility of exchanging Boeing Field with the Port of Seattle. He commented on sister cities activities in other Washington municipalities.

5. GENERAL PUBLIC COMMENT

(a) Dale Wright, Shoreline, commented on the cost of Aurora Phase I. He said there are three separate costs: overall cost of the project; cost to the City; and the cost to residents which he highlighted. The first phase was \$2.9 million, or \$129 per household. He commented that the funds for this have already been collected and taxpayers have not paid any additional taxes. He said the undergrounding cost was \$4.3 million, or \$191 per household, or \$81 per capita. The undergrounding costs will be paid by Seattle City Light (SCL) which they will recover from their rate payers. This, he noted, will not pay for undergrounding projects in Seattle. He concluded

that the overall cost to complete the first 1.2 miles of the Aurora Project is \$31.7 million and the overall estimated cost to complete the first mile is \$26.4 million.

(b) Mary Jo Heller, Shoreline, said she attended the May 8 Council of Neighborhoods meeting that featured Mr. Tovar presenting the South Aurora Triangle (SAT) rezoning concept with 150-foot buildings. She discussed the process and City Councilmembers. An additional meeting held on May 29 was attended by Westminster Triangle resident and current Deputy Mayor Fimia. She said Deputy Mayor Fimia ran an election campaign emphasizing process, but there was no process to discuss the SAT back in February when it was first introduced. She said Councilmember Ryu was also at that meeting because she is a property owner on Aurora Avenue, and she could profit greatly if these building are allowed. She added that Councilmember Way attended and said residents should hire a lawyer to fight the change if they oppose. She said elected Councilmembers should represent the residents and not suggest hiring lawyers, and the Council to get back to considering citizens instead of special interest groups and developers.

(c) Bill Davies, Shoreline, said the SAT proposal doesn't have enough planning foresight and there hasn't been enough preparation for this important decision. He pointed out that one of the neighbors in the area solicited the services of the King County Assessor's Office, which concluded that if a 15-story building was allowed in that area, it would have a negative impact on property values in the future. He said he was on SEPAC which was a volunteer committee that was established 8-10 years ago. He noted that the group came up with three alternative plans which were submitted to the City and none were granted. This, he explained, left the residents with the impression that their opinion doesn't really count. He discussed the triangular area at the corner of 150th & Dayton and said there was a park proposed. He said the neighborhood was excited but nothing was done about it. He concluded that the rezoning of the SAT needs to slow down because this will have the greatest impact on the Westminster Triangle area.

(d) Donna Moss, Shoreline, Westminster Triangle resident and King County Planner, thanked Mr. Tovar for meeting with the residents and postponing the meeting with the Planning Commission. She is concerned because, even though the City has to comply with the Growth Management Act, this seems to be rushed because the meeting is scheduled for next week. She added that people who were notified were the people who are on the record. She said nobody outside Westminster Triangle was notified. She said tall buildings in the City of Shoreline are out of character, not just in Westminster Triangle. She asked that the City let everyone know about the meetings and to consideration views, fire department issues, shadows, and noise. She urged the Council to look at this and consider the residents' concerns.

(e) Kim Hadfield, Lake Forest Park, invited everyone to attend Shoreline Live! She said "differently-abled" citizens want to be known not just for the Special Olympics events. She said the participants want to show the City what they can do. She commented that the program is vital. Her daughter has been in the program for a long time and all of the people who put this on would be very appreciative.

(f) Judy Allen, Shoreline read an anonymous letter from a Shoreline staff employee dated May 14th. It said that the Councilmembers question the ability of the City staff to do their jobs. The letter writer warned Councilmembers that many City staff are thinking of quitting, and that there are three to four Councilmembers who have terrible reputations and are embarrassing. The letter stated that morale is low and that someone needs to be truthful. It also warned that the City will lose a fine City staff with an excellent City Manager if something isn't done.

Mr. Olander appreciated the comments from the citizens in Westminster Triangle. He said the City staff wants to listen to their concerns. He announced that there will be at least one or more follow-up meetings that will help the City reach a better solution. Dayton Triangle was part of work plan for several years, he said. The first designs were very expensive, so now City staff is looking at alternative designs.

Councilmember Hansen added that the significant problem is related to the alignment of the road.

Mr. Olander said that is one of the reasons this went back to drawing board. He said that he knows that one anonymous letter is not representative of City staff. He said the vast majority of staff enjoys their jobs and well over 80 percent would recommend their friends for employment with the City.

Mayor Ransom noted that he asked for the City staff to follow-up on the 1.2 miles of Phase I of the Aurora Corridor. It was confirmed that it is 20 blocks, but there is a transition. He added that most of the additional work is going from Aurora Avenue over to Westminster Avenue as it turns into Greenwood Avenue.

Mr. Olander confirmed that it does add cost when transitions are made around a corner with an intersection due to sidewalks, paving, and traffic signals. When the surface area is added it comes to 1.2 miles.

Councilmember Ryu said she went to Westminster Triangle neighborhood meeting and Mr. Tovar really did an excellent job responding to the neighborhood residents. She said she doesn't want the issue to become a wedge, and would rather work affirmatively on this. She said slowing the process down would give the staff time to explore many issues, including community input on a preliminary draft which will help in the preparation of a final draft to the Planning Commission in September. She read the minutes from the January 22nd meeting regarding the perceived conflict of interest. She communicated that she thought Mr. Tovar and the City staff do have the best interests of the City in mind. She read an e-mail she sent to Mr. Tovar and Mr. Olander which apologized for her attendance at the May 29th workshop and noted she would abstain from the final vote on SAT, unless the SAT area is expanded.

Councilmember Way recommended everyone attend Shoreline Live! She added that she has a sincere appreciation for staff and has not met one staff member that she has had a problem with. She extended her sincere thanks to all staff and the City Manager. She also asked if there is any possibility of getting a copy of the SEPAC alternatives.

Mr. Olander noted that the City staff always goes back and looks at legislative history before determining the best course of action.

Councilmember McGlashan inquired about Mr. Davies' concerns about the King County Assessor's opinion that property values are being affected by height limits and the Interurban Trail.

Mr. Olander responded he would confer with the Assessor's Office and get back to the Council on this issue.

Deputy Mayor Fimia commented on the Westminster Triangle process. She said she takes responsibility for not making sure the process was on track. She said the City staff is doing outreach on several issues and now this is on track with the Comprehensive Plan (CP) and to move forward with a CP amendment. To remedy this problem, the City staff has gone back and changed the schedule because of the input from neighbors.

6. APPROVAL OF THE AGENDA

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

Deputy Mayor Fimia said she has an amendment to Item 7(a), regarding Resolution No. 260, endorsing the principles of the Cascade Agenda. She suggested pulling it from the Consent Calendar. Mr. Olander noted that an executive session is no longer needed tonight. Deputy Mayor Fimia said she would still like to have an executive session if time permits.

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

7. CONSENT CALENDAR

Councilmember Gustafson moved approval of the Consent Calendar. Councilmember Hansen seconded the motion, which carried 7-0, and the following items were approved:

(b) Motion to Authorize the City Manager to Execute a Construction Contract for the 2007 Sidewalk Priority Route - 25th Avenue NE

(c) Ordinance No. 471 Extending the Seattle Public Utilities Water Franchise

8. ACTION ITEMS: OTHER ORDINANCES, RESOLUTIONS AND MOTIONS

(a) Adoption of Town Center Strategic Points

Joe Tovar, Planning and Development Services Director, introduced David Pyle, Planning Commissioner and Paul Cohen, Project Manager. He said this item is to continue the

discussion on the strategic points which will provide a conceptual framework for the Council in consideration of future City projects.

Mr. Pyle discussed the Planning Commission (PC) process. He highlighted that there was a joint meeting in April and after it the City staff put together a draft of ten strategic points. Following the creation of the points, the Commission published notice of a workshop for all residents to review them. The workshop was held on May 10 and approximately 25 citizens attended. They were divided into four groups, and there were four Councilmembers in attendance. They discussed each point and its intent, how detailed they should be, and the desired outcomes. He stated that at the second workshop the Commission evaluated the redrafts which included resident input. He concluded that the final strategic points are here before the Council to discuss and approve.

Mr. Cohen, Long Range Planner, read the thirteen (13) strategic points recommended by the Commission.

Mayor Ransom called for public comment.

(a) Vicki Stiles, Executive Director of the Shoreline Historical Museum, commented that since 1995 she has observed the work of the Council and its advisory committees. She said the present and past Councilmembers have created some wonderful legacies that future generations will talk about. She is greatly heartened that the Council continues to think about what will be left for the residents 50 - 100 years in the future. The Shoreline Historical Museum and the Board of Trustees thanks the Council for recognizing the community's heritage. She suggested that other history points be included, such as the red brick road at Ronald Place. She distributed a notebook containing information on Ronald Place.

Deputy Mayor Fimia asked Ms. Stiles for her suggestions on changing the strategic points.

Ms. Stiles said she would like to see language referring to "particularly the remaining sections of Ronald Place" added to strategic point #3.

Councilmember Way asked Ms. Stiles to explain the process that King County uses for recognizing historic items.

Ms. Stiles said the City of Shoreline has an interlocal agreement with King County for the landmarks process. This process involves the designating of a building, site, or ship to be historic and protected by ordinance through the interlocal agreement. This means that any historical site would be monitored by the landmarks commission in King County. The Boeing Mansion and the Crawford store are Shoreline's two historic landmarks.

Councilmember Way asked Ms. Stiles to explain difference or value of preserving something in its original location.

Ms. Stiles noted that one of the criteria for a site to be landmarked is that it be maintained in its original location with its historic integrity intact. Basically, it loses its historic value if it's moved.

Mr. Tovar said the Strategic Points are intended to make sure Council is aware of an issue before decisions are made. Even if the Council declaratively says what will happen, this is not binding. Historic resources are important, but the Council still has a lot of discretion in making decisions.

Mr. Olander added that there are many difficult decisions to be made. He noted that the City staff recommended leaving the language as-is, since it doesn't preclude potential options as far as historical interpretation of landmarking. He commented that the Council should weigh all the wants and needs of the community before limiting itself to one position. He said the document allows the City staff to come back with a wide variety of options in the future.

Councilmember Gustafson moved to adopt the Planning Commission's recommended Strategic Points for Town Center Projects. Deputy Mayor Fimia seconded the motion.

Councilmember Hansen agreed with the staff's comments that these are general principles; he doesn't care to specify remaining portions of Ronald Place. He supported the list as-is, with the exception of #5 because it is a concept that "takes something off of the table" instead of leaving the process open. He suggested that the Council strike item #5, but he is willing to accept the recommendation as-is.

Regarding item #8, Councilmember Gustafson noted that Shorewood High School is under design and review by the Shoreline School District (SSD) and the entire building may be changed. He said the City needs to be in constant contact with SSD and it needs to be a consideration of the Council.

Councilmember Ryu stated that item #2, incorporation of low impact development and highest feasible LEED principles and features is good, but it doesn't include operating costs and she would like to include the language "including operating cost and resource considerations" in the item.

Mr. Olander suggested that there are sustainable buildings that don't meet the LEED requirements so this item should be stated to include sustainability and the highest LEED standards.

Councilmember Ryu said she didn't want the LEED focused on where other criterion isn't considered. Regarding item #5, she commented that this is the only opportunity to examine the four blocks from the corner of Midvale Avenue N and 175th Avenue N to the corner of 175th Avenue N and Ashworth Avenue.

Mr. Tovar said the Planning Commission seemed to capture that sentiment with the final sentence in item #8.

Councilmember Ryu pointed out that item #5 focuses on the road and vehicle aspects and item #8 is about the building aspects. She added that she is open to suggestions concerning this.

Mayor Ransom proposed that vehicle sight lines in that area be addressed in item #10, and that

drivers can't turn onto Ashworth to go south if traveling west on 175th Avenue N.

Councilmember Ryu also wondered if the intent of item #10 is to consider overlapping parking uses.

Mr. Pyle responded affirmatively, adding that it is a chance for the City to ensure it is considering overlapping with other cities.

Councilmember Ryu said she is fine with this item as long as the idea doesn't get lost.

Councilmember McGlashan said it was amazing to see the Planning Commission process at their meeting. He agreed with Councilmember Hansen on item #5, and opening Stone Avenue would be too severe. He added that the whole matter needs to be considered in light of item #13 and the issue of getting pedestrians across Midvale Avenue and onto the Interurban Trail.

Mr. Tovar said #5 is far too specific and felt it was important to convey to that neighborhood. He said it may be better to compose a point that talks about the street grid and access to the street. He felt that the Ashworth block is as far as the City should go.

Mr. Olander suggested dropping item #5 and adding "and long-range traffic" language to item #12.

Councilmember Way discussed item #7 and #8. She felt that the usage of the term "heritage park" is premature and said it copies the City of Lynnwood.

Councilmember Hansen agreed that it shouldn't be named and felt better if item #8 went back to the lower case "heritage."

Councilmember Way said Aurora Avenue was developed as a place of commerce over past 100 years and the City needs to honor those things. This is valuable and important to history and the City needs to preserve them.

Councilmember Way moved to replace item #3 with "Identify and make every effort to incorporate appropriate historical features and interpretation opportunities including the remaining sections of Ronald Place in context with other parts of the Town Center design." Deputy Mayor Fimia seconded the motion. Councilmember Way said the Council should find a way to preserve all of the red bricks, and this area won't be the same if the bricks are removed.

Mayor Ransom was concerned about the discussion regarding heritage park. He said there was discussion at one time about putting an original train car there and it was supposed to be a museum park and some of that is getting missed here. He added that some of the bricks have already been removed. This is supposed to be a gathering point for the town, he stated.

Mr. Olander read each of the strategic points and any proposed amendments by the Council.

Councilmember Ryu moved to replace item #2 with "Identify and incorporate low impact development and sustainability principles, including the highest feasible LEED principles." Councilmember Gustafson seconded the motion, which carried 7-0.

City Clerk Scott Passey read the replaced item #3, "Identify and make every effort to incorporate appropriate historical features and interpretation opportunities, including the remaining sections of Ronald Place within context with other parts of the Town Center design."

Mayor Ransom inquired if this item should include what is remaining in Ronald Place.

Mr. Olander responded that the Council has an expectation that there is a balanced number of seriously competing needs. He said listening to all the stakeholders, negotiating, and compiling all of their recommendations is not an easy task and he asked for the flexibility to bring a full recommendation back to Council. He said the City staff doesn't want to tear up Ronald Place and throw away Shoreline's heritage. He said the intent is to build strong long-term business interests and felt an amendment to item #3 would be unduly restrictive.

Mr. Olander suggested removing the word "every" from the amended language.

Councilmember Way moved to strike the word "every" from the amended language of item #3. Deputy Mayor Fimia seconded the motion.

Deputy Mayor Fimia supported the revised amendment and felt it still gives staff flexibility. She added that the Council recognizes the importance of the red brick road.

Councilmember Way suggested preserving the road. She said it gives the community an opportunity to do a heritage, piece which may include a trolley car. This project is something the public can rally around, and placing a trolley would give it so much more meaning, she explained.

Mayor Ransom felt this would be limiting the Planning Department and business community as far as determining access points and what the area will look like.

Councilmember Way responded that it is important and if Ronald Place is included in the language, it will be recognized as a goal.

Mr. Olander suggested amended language.

Councilmember Way moved to replace amended language for item #3 with "Identify and incorporate appropriate historical features and interpretation opportunities such as, but not limited to, the remaining sections of the red brick road at Ronald Place, in context with other parts of the Town Center design." Councilmember McGlashan seconded the motion, which carried 7-0.

Councilmember Gustafson moved to add the terms "and lighting" after the word "materials" to item #4. Councilmember Hansen seconded the motion, which carried 7-0.

Councilmember Hansen moved to strike item #5. Councilmember Gustafson seconded the motion.

Councilmember McGlashan moved to strike item #5 and add "minimize construction and traffic impacts on the adjacent neighborhoods and businesses" to item #12.

Councilmember Way asked Mr. Tovar if there has been any input from the neighborhoods about Stone Avenue.

Mr. Tovar said he researched the issue and has determined that this seemed to be a very important issue. He added that the proposed amended language is just as powerful as what he originally wrote.

Deputy Mayor Fimia thought item #5 should not be stricken, because the Council needs to send a strong message to the community. She supported the amended language in item #12.

A vote was taken on the motion to strike item #5 and add "minimize construction and traffic impacts on the adjacent neighborhoods and businesses" to item #12, which carried 4-3, with Deputy Mayor Fimia and Councilmembers Ryu and Way dissenting.

Mr. Olander added that the Council has not made any decision that Stone Avenue would be opened to traffic.

Councilmember Hansen commented that he is opposed to the opening of Stone Avenue and that Stone Avenue is a specific item. This, he pointed out, is an overlying principle.

Mayor Ransom stated that item #6 is accepted by Council consensus.

Deputy Mayor Fimia moved to delete the language "work with City Light to develop a heritage park" and replace it with "explore with the citizens of Shoreline, the Shoreline Historic Museum, and Seattle City Light the concept of a heritage park or other community focal point" in item #7. Councilmember Gustafson seconded the motion. She explained that when people think about a park they see children, slides, swings, but that isn't what it will be. She added that this brings more stakeholders to the table to make those decisions. Councilmember Hansen felt that changing the language doesn't change anything. Councilmember Ryu supported the new language and thought opened this item up more. **A vote was taken on the motion, which carried 7-0.**

Councilmember Hansen moved to accept item #8. Councilmember Gustafson seconded the motion.

Councilmember Ryu moved to amend item #8 to read "Consider design treatments to tie together, visually and functionally, the public spaces of the City Hall with a "heritage park" or other community focal point, Shoreline Historical Museum, Shorewood High

School, and east-west connections into the surrounding community." Councilmember Hansen seconded the motion, which carried 7-0.

Councilmember Hansen moved to accept item #9. Councilmember Gustafson seconded the motion, which carried 7-0.

Councilmember Hansen moved to approve item #10. Councilmember Gustafson seconded the motion.

Deputy Mayor Fimia moved to insert the word "coordinated" before "parking" and insert the word "traffic" before "plan." Councilmember Ryu seconded the motion.

Councilmember Way supported the amendment and said it dovetails with item #12.

Mr. Tovar said he didn't think the amendment takes away from the original Planning Commission thinking. He said adding "traffic" simply expands the items the City staff would address anyway.

Deputy Mayor Fimia said residents often think the City doesn't coordinate parking with traffic plans.

A vote was taken on the motion, which carried 7-0.

A vote was taken on the original motion to accept item #10, which carried 7-0.

Councilmember Gustafson moved to approve item #11. Councilmember Hansen seconded the motion, which carried 7-0.

Councilmember McGlashan moved to approve item #12. Councilmember Hansen seconded the motion.

Councilmember Gustafson moved to amend item #12 to add the words "and traffic" after the word "construction." Councilmember Hansen seconded the motion, which carried 7-0.

Councilmember Gustafson moved to approve item #13. Councilmember Hansen seconded the motion.

Councilmember Ryu suggested inserting "N." before the word "175th" and to renumber all of the strategic points so there are twelve of them.

A vote was taken on the motion to approve item #13 which carried 7-0.

Councilmember Way thanked the Planning Commission and the City staff for all their hard work.

RECESS

At 8:46 p.m., Mayor Ransom recessed the meeting for a five-minute break. Mayor Ransom reconvened the meeting at 9:00 p.m.

9. STUDY ITEMS

(b) YMCA Request for Funding

Debbie Tarry, Finance Director, said the YMCA has requested that the City partner with them to acquire funding for their new facility. The YMCA has requested a waiver of permitting fees and for the City to enter into a 20-year service agreement with them at a cost of \$50,000 per year. By law, she said the City can only enter into an agreement with the YMCA if it is an exchange for services. She highlighted that the City already partners with them and spends about \$32,000 per year. She explains the various services and gave examples of other cities that partner with them. She said the Council has to consider the budget and the long-term financial strategy. She pointed out that there will be budget gaps in 2010 and beyond and based on that the City staff can't recommend a long-term agreement with YMCA. However, the City staff has provided an option for a one-time service agreement as part of 2008 budget process.

Mr. Olander announced that the City is facing serious financial challenges and had to cut the budget last year and raise taxes to maintain basic service levels. This, he commented, bought some time, but in 2010 - 2011 the Council will once again face the difficult task of further budget cuts and/or proposed tax increases. He recommended against entering into any long-term financial obligations unless there is corresponding revenue or savings. He commented that in the past the City has been able to find one-time funding through one-time savings. The Capital Improvement Plan (CIP) will be brought to the Council on June 11 and the City staff is recommending a modest one-time expenditure of \$50,000 - \$60,000 to the YMCA. Next week, the CIP presentation will reveal that the City is struggling to maintain the basic level of services concerning items such as the paving levels for City streets. He also added that in the next six years the City will also have to work through some operational funding issues as well. On the other hand, he said the YMCA provides valuable human services and it is exciting that they are undertaking a new project in Shoreline, but the reality is that the City is facing serious financial challenges.

Councilmember McGlashan inquired what the Council could do at this meeting concerning the item. Mr. Olander said the Council can provide staff direction and if the Council approves the service agreement there will be a timing issue concerning the receipt of services according to the City Attorney.

Councilmember McGlashan questioned whether this was a study session or a special meeting item. Mr. Olander clarified that the staff would need direction concerning this item as opposed to final adoption.

Mayor Ransom called for public comment.

(a) Jim Shoal, Shoreline, board member of YMCA, stated that Shoreline is a “grand” place to be. He said he has been a quadriplegic for six years now and is shut out of most public buildings. He felt the new YMCA pool will make it possible for him to utilize a pool with the assistance of a sling. He said there are a number of quadriplegics in the community and there are also diabetics who need slow, gentle resistance exercise. The YMCA pool is a new alternative for him and he encouraged the Council to consider working with the YMCA.

(b) Matthew Fairfax, Edmonds, Shoreline business owner and Chair of the YMCA Board, thanked the Council for their service. He said this is a great opportunity for the City to provide expanded services through expanded partnerships. These partnerships have been modeled in Auburn, SeaTac and Monroe. He said the City of Auburn agreed to provide \$2.6 million over 20 years to the YMCA. The City of SeaTac agreed to provide over \$1 million and the City of Monroe has agreed to provide over \$2 million. This facility in Shoreline will cost over \$19.5 million. These are great examples of how cities and the YMCA have come together. Shoreline, he said, has its challenges and has a tight budget. If the City is struggling financially certain services will get cut and the YMCA has to step in a pick up the slack. He asked the City to figure out how to come up with \$1 million over 20 years and would like to see a creative solution realized.

(c) Cindy Neff, Shoreline, member of the YMCA Board, said the team effort has been phenomenal on the board. She encouraged the Council and residents to visit other YMCAs and notice the differences. She hoped that there is some common ground and that the Council can support the project and provide a sense of goodwill towards the residents.

(d) Steve Dunn, Shoreline, capital campaign chair for the YMCA, said they really need Council support. He said this \$50,000 - \$60,000 is less than half of what other communities have given. He asked the Council to think about 10,000 kids that will be served by the new YMCA. He mentioned that the YMCA has been in the State of Washington for 130 years. He said there are programs that are important to single parents. He urged the Council to look beyond the funding issues and take this “once in a lifetime opportunity” to reach out and help people.

(e) Pearl Noreen, Shoreline, asked the Council if it were possible to direct some Brightwater mitigation funds to the YMCA. There will be a brand new YMCA at Echo Lake and it will have more of an impact than any event up to this point in Shoreline. She said they have received a verbal intent from Lake Forest Park for \$50,000. YMCA is desperately trying to raise the last \$2 million for this project and said she was always sure they could count on support from the City of Shoreline. She highlighted that the YMCA would employ over 250 employees who would serve over 5,000 families. She noted that other cities have each pledged over \$1 million to their YMCA facilities. She submitted signed letters from community members concerning support from the Council for the new YMCA.

(f) Shannon Grady, Shoreline, discussed her experience with the YMCA. She said she received support from the YMCA and it aided her during a difficult transition and they changed her life. Her relationship quickly progressed from a member, to a volunteer, to a donor, to her present position as a full-time staff member with three boys. She is thrilled to learn there will be

a facility in Shoreline. She said there is no other single institution that will bring the community together. She said marketing studies indicate that every 1 in 5 families will join this YMCA. The City has a unique opportunity for families to prosper. She appreciated the past support and urged the Council to use this opportunity to partner with the YMCA to build strong kids, families, and Shoreline community.

(g) Jim Abbott, Shoreline, formed a relationship with the YMCA more than 50 years ago. He displayed his flying fish card he got in 1959. He said the YMCA's greatest strength is building partnerships, and this is a "win-win" situation for the youth. He felt this opportunity will provide social benefits, provide jobs and revenue, and be a substantial construction project. He estimated there being over 100 - 150 people working on the project with an estimated 200 employed at the facility. This will increase sales tax revenue in the City. He asked the City to become a partner and commented that this is a great opportunity for the City to leverage funding for services.

Mr. Olander agreed that the YMCA provides a significant added benefit to the community. He noted that the Brightwater mitigation funds are specifically allocated, and the allocation of any funds coming from the Brightwater mitigation has to be Brightwater or neighborhood impact-related expenditures. He noted that each city has its own separate tax and financial structure which may be significantly different from Shoreline. He said he hated recommending no, but he has serious concerns about long-term commitments. He also reminded the Council that the School Resource Officer (SRO) program had to be cut this year because of budget constraints.

Councilmember Gustafson said he served on YMCA board and supports the YMCA. He commented that he has seen what the organization can do for a community. He said the YMCA is much more proactive than reactive. He said he is very excited to have a \$19 million facility in Shoreline and realized the City's budget crisis. However, this is a valuable asset, he said. He recommended the City staff look at three or four alternatives and bring this item back to the Council. He said the YMCA provides some services that the City cannot, such as the services they provide to families, specifically young families. He stated he would like to view all of the possibilities and have staff consider: 1) a long-term contract for \$50k for 20 years to include having the City staff look at what contractual things we can do; 2) a long-term contract at \$50K for 10 years; and 3) an evaluation of permit fees, plus advantages and disadvantages for each.

Councilmember Ryu appreciated the presentation and supported the YMCA. She believed in the YMCA and said the Council's job is to look at all of the City's programs concerning the budget. She commented that Mr. Fairfax mentioned that the City of Auburn doesn't have a municipal pool and many of the other cities listed do not have the recreational facilities and programs that Shoreline does. She said the City has to fund its own recreation facilities, including the pool and programs out of the operations budget. She added that it wasn't that long ago that the City increased taxes. She questioned if the service levels would change if the City committed to this service agreement. She mentioned that she heard someone discuss cutting the City's recreation programs. She questioned what services the City would still perform if this agreement was executed. She expressed concern about having to give up the City pool in the future and wanted to know how the loss of permit fee funds would be made up. Additionally, she

stated that there are several roads that are in bad shape and need to be repaired. She said she is concerned about a "gifting of public funds" occurring. The Council must get something back from the YMCA before executing the agreement.

Councilmember McGlashan agreed with Councilmember Gustafson to find a way to support the YMCA. He commented that the City isn't helping them get here. He said that the City put \$130,000 towards a police officer and the surveys and police reports say crime is down and people feel safer. He suggested putting that money towards helping people and families instead of putting more people in jail. He commented that the City doesn't have an ADA accessible pool and the City doesn't have the staff to help the physically disabled. He wanted more than three alternatives considered. He noted that he has been a long-time supporter of the YMCA and it is amazing what they do.

Councilmember Gustafson said the City is trying to look at ways to balance budget, which is not easy. The City staff says the City needs a street crimes officer. He said he is willing to look at a 5% reduction in travel account or maybe use \$27,500 in savings from transporting prisoners to Issaquah. The YMCA will have 250 employees with 8,000 -10,000 people using the facility. This will be an economic benefit and a community asset, he said. He said he realized that the City does support the YMCA, but he would like to have staff come back to the Council with three to four options. He noted that his daughter takes her kids to the YMCA in Mountlake Terrace because they have a "graduated" pool and there are usually over 100 parents and children in that pool. He said there are some things the YMCA provides that the City can't. He also stated that the YMCA has reduced membership fees for low-income families. He urged the City Council and staff to look "outside the box" to find a solution.

Mr. Olander said the alternatives aren't hard. The City can look at the services that the YMCA provides and those that the City doesn't provide, but that's not the issue. The issue, he said, boils down to paying for these services on a long-term basis. If the City didn't have a street crimes officer, there would not be any savings and he couldn't force police to book in Issaquah. The police would have to book the cases in King County if there were no street crimes officer, which would be more expensive. The \$47,000 to \$49,000 in savings will not be realized until next year, but given the fluctuations the City will require those funds as a buffer. He said the street crimes officer budget will not provide a savings and that there were other areas that can be adjusted to realize more savings.

Ms. Tarry noted that the City pool does have a pool sling to assist people with disabilities.

Councilmember Hansen said he would like to figure out where the City can come up with \$50,000. He said he looks at the City of Shoreline as a quality place to live. This YMCA, he pointed out, started in Snohomish County and if we lose the facility it would be a tragedy. He added that he doesn't have the answers, but the City will receive \$100,000 in sales tax from this project being built. There are many services that the YMCA provides that this City needs, he said. He questioned if the funds could be taken from the Human Services budget. He said he would like to see more proposals and to find a way to work this out. He noted that utilities and gasoline has gone up, but he is an optimist. The City of Shoreline will be higher quality place to live if the YMCA is built. He is very concerned that the City will lose the YMCA for

good. Newcastle, Auburn, and Monroe consider the YMCA a valuable community asset. Federal Way is putting in a huge community center and they are spending millions of dollars. In this City we have a YMCA that will bear most of the costs themselves, and he would like to see the alternatives in coming up with the funding to get this facility built.

Councilmember Way said she doesn't want the City to abandon the street crimes officer position, and she felt the YMCA people wouldn't want us to either. The YMCA doesn't want the City to deduct funds from human services either. She felt that looking for one-time funds is worth considering, but she wants to know how the proposal for \$50,000 per year will "make or break" this YMCA project. She noted that they have raised \$17 million, and services are already being provided. She clarified that she isn't against helping them. She is interested in the proposal for permitting fees and how much is involved with that. She wondered if a demonstration project could be done for one or two years, then maybe the City can see where the budget is at that point.

MEETING EXTENSION

At 10:00 p.m., Councilmember Hansen moved to extend the meeting until 11:00 p.m. Councilmember Gustafson seconded the motion. Deputy Mayor Fimia amended the motion to 10:15 p.m. Councilmember Ryu seconded the motion, which failed 3-4, with Mayor Ransom and Councilmembers Hansen, Gustafson, and McGlashan dissenting. A vote was taken on the motion to extend the meeting until 11:00 p.m., which carried 4-3, with Deputy Mayor Fimia and Councilmembers Ryu and Way dissenting.

Councilmember Way wanted to know why \$50,000 will "make or break" this YMCA project.

Mayor Ransom responded that they are attempting to put together a package to "sell" to their investors and need funds for the developer of the project.

Councilmember Ryu said if the City looks at where the savings are, the Senior Center needs help. The Senior Center is in dire straights.

Deputy Mayor Fimia noted that the Council can't keep spending money on the most expensive biggest projects. There are Councilmembers that have been asking for reductions in travel, etc. and the City should have been budgeting for this. She felt that a reprioritization of the budget may be necessary and commented that there was a public suggestion that the City stops plans on building a new City Hall. She said the City contributes \$32,000 annually to the YMCA and asked if the total was \$18,000 that they needed. She opposed signing an agreement for a 20-year contract at \$50,000 per year. However, she was willing to look at a shorter-term contract, possibly a one-time contribution when the City looks at its capital funds. There was a statement about the gaming industry bringing a surplus into the City budget, she noted. She responded that those funds are for the City's recreation programs. She pointed out that Fircrest has a pool too. She highlighted that they have lots of expertise and equipment. However, the Fircrest Master Plan was met with resistance by other Councilmembers. She said she would like to see more cooperation with all of these organizations, but it may not be the amount they seek. She urged the Council to consider cutting back the budgets for travel, food, lodging, membership, and dues. She reiterated that she isn't in favor of cutting the street crimes officer to put the City in a

better economic situation. However, she would possibly agree to a five-year contract and one-time capital funds.

Mayor Ransom said he wanted the City staff to bring back some alternatives before deciding on this item. He stated that the YMCA accountant estimated that the City receives \$100,000 in sales tax and this certainly can be utilized under a one-time service contract to offset permitting. He added that an additional \$50,000 on top of current \$32,000 obligation would be very difficult for the City to fund for 20 years.

Mr. Olander highlighted that the City hasn't entered into any long-term service contracts of any kind. He noted that annually the City provides financial support to the museum, arts council, human services, and the senior center and the funding amounts are examined every year.

Councilmember Hansen noted that any contract is only as good as the next Council vote. He pointed out that the City is building a City Hall to save money and it will allow the City more flexibility. The new City Hall has nothing to do with the YMCA. However, he stated if we lose the YMCA the City's human service requirements will go up. He urged the City Council and staff to look at every possible avenue to help the YMCA.

Mayor Ransom commented that most cities have to put their tax credits on the line to attract a business with 200 or more employees into their city.

Deputy Mayor Fimia highlighted that it wasn't her suggestion, but the suggestion of one of the public speakers to cease with the building of a new City Hall.

Councilmember McGlashan asked about the stipulations for one-time capital projects.

Ms. Tarry said she understands it has to be exchange for services.

Mr. Sievers explained that unless it's a property interest, equivalent values need to be exchanged between the parties involved.

Councilmember McGlashan said it is up to our community to raise \$6 million, and almost \$1 million came from the Board itself.

Councilmember Hansen added that \$4 million came from the sale of the Edmonds YMCA facility.

Councilmember McGlashan noted that when the gambling tax was at 11% the gaming industry brought in over \$180,000 per year to the City's budget.

Deputy Mayor Fimia said it is common for King County to allocate funds to non-profit organizations.

Mr. Sievers said that they are bound by same provisions that the City is. Contracts can be negotiated with non-profits, but there has to be an agreement to receive something and

a municipal purpose, such as acquiring a lease or property interest.

Deputy Mayor Fimia said there were one-time funds channeled at the County level where the County didn't have any ownership in the end. She said there was a public benefit for the capital improvement and not an ongoing exchange.

Mr. Olander stated he has heard many different suggestions and the City staff can explore these options. He summarized that the staff can explore what elements the one-time service agreement would consist of. He suggested that the Council wrestle with the CIP next week and if it is determined that a 2-4 year contract is needed it can be done within the context of the CIP. If the Council wants a longer-term agreement then the staff would have to bring back options and recommend cuts or revenue enhancements. He concluded that there are three areas: 1) programs; 2) one-time funds; and 3) which budget areas to consider increases or reductions to provide additional funding.

Mayor Ransom felt there was general Council feeling toward a one-time funding and at least explore the options. He suggested starting at \$11,000 as a bottom line and determine what it would take to come up with \$50,000 in additional funds.

Mr. Olander agreed that the staff would do that, however, he said the staff recommendation will not be for the City to enter into a long-term contract.

Deputy Mayor Fimia said the City is obligated to provide essential services first. The City needs mental health counselors and options for providing those essential services. She suggested the Council consider the CIP and the Aurora Corridor Project. She questioned if the goals of the Aurora Project could be achieved without the amenities if the YMCA is a higher need.

Councilmember McGlashan commented that a large amount of the money that the YMCA has raised is from the small business community. He felt this would be a good opportunity for them to contribute. He urged small businesses to support the YMCA.

(a) 2006 Police Service Efforts and Accomplishments (SEA) Report

Tony Burt, Shoreline Police Chief, discussed the Shoreline Police Department service efforts and accomplishments for the year 2006. He reviewed the 2006 initiatives of the department. One of the initiatives, he said, was to bring down the Part 1 crime rate, mainly auto theft and burglary. Another goal was to increase traffic enforcement, which has occurred and is evidenced through increases in citations and arrests. He added that his office wanted to reduce the response times to emergencies in the City and currently the response times in the City averaged 3.91 minutes, compared to the national average of 5 minutes. He discussed crime prevention and the twenty-two block watch teams in the City. He commented on the twenty police volunteers who work over 400 hours per month and thanked them for all their hard work.

RECESS

At 10:45 p.m., Mayor Ransom called for a five minute break to allow the audio-video crew time to change the recording media. At 10:50 p.m. Mayor Ransom reconvened the meeting.

Chief Burtt discussed the community involvement and the various events the police department took place. He highlighted that the City has the lowest cost per capita compared to cities of comparable population and size. He announced the King County Sheriff's Officer of the Year, Mitch Wright; Employee of the Year, Doreen Carlson; and Volunteer of the Year, Angus McDonald.

Responding to Mayor Ransom, Chief Burtt confirmed that auto theft and burglary rates have decreased.

Mr. Olander stated that the police department is very efficient and has made some major impacts on crime and done some great work in the City.

7. ADJOURNMENT

At 11:00 p.m., the Council meeting was adjourned.

Scott Passey, City Clerk

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CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF BUSINESS MEETING

Monday, June 11, 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 7:52 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.

3. CITY MANAGER'S REPORT AND FUTURE AGENDAS

Bob Olander, City Manager, announced that the Aurora Corridor ribbon-cutting ceremony will be held Saturday, June 16, at 12:30 p.m. He also reported on the Special Olympics Torch Run, which was held June 1st and involved Shoreline Police officers and City staff. He noted that the next Citizen Advisory Committee meeting will be held June 12, and a community meeting on the Aurora Corridor Project, N. 165 - N. 205, will be held June 20 at Meridian Park Elementary.

4. REPORTS OF BOARDS AND COMMISSIONS

Councilmember Hansen noted there was a second meeting regarding the King County Flood Control Zone District.

Deputy Mayor Fimia noted that several members attended the Shoreline Live performance, and a brief video clip of the show will be shown next week. She also said there are four arterial speed study public meetings scheduled and asked Mr. Olander to clarify the dates. Mr. Olander said he will announce the dates later in the meeting, and the information will be posted on the City web site.

Mayor Ransom noted that the Medic One issue has become controversial because the King County Council is now pushing for levy lid lift instead of a 30-cent levy. A levy lid lift only takes a 50% majority +1 to pass; many cities oppose this approach, considering that the fire chiefs worked on the 30-cent levy campaign for the past 18 months. He noted that King County can circumvent the cities, and they intend to take a vote this week. He added that some members of the City Council will be attending the Association of Washington Cities this week.

5. GENERAL PUBLIC COMMENT

(a) Charlotte Haines, Shoreline, said after watching the Council's June 4th discussion on the YMCA funding request, she is amazed to see the gambling tax item on this week's agenda. She said the City cannot justify further tax relief for the casinos because it will cause an even greater drain on the City's financial resources. She said campaign promises and donations seem to be influencing the process.

(b) Virginia Paulsen, Shoreline, spoke in support of civility in public discourse. She said Shoreline used to be an affordable place to live, but it is now characterized by transition, conflict, contention surrounding development, partisan views, ad hominem attacks, and defamatory words and deeds. She noted that Shoreline is not homogenous, but economically diverse, and income largely determines life chances and choices. She said Shoreline should aim for development of "community."

(c) Bob Lohmeyer, Shoreline-Lake Forest Park Senior Center Director, discussed the Senior Center's anticipated budget deficit of 13-20% this year due to reduced funding resources. He said despite continued fundraising efforts, costs are outpacing revenues, and the unsustainable deficit will force a cut in staff hours unless a solution is found. He noted that increased leasing costs and further reductions in UW and United Way funding are contributing to the problem. He urged the Council to consider assisting the Senior Center in the amount of \$18,000, which would cover costs for 2007.

(d) Joanne Krueger, Shoreline Senior Center, hoped that a solution could be found to the Senior Center's budget deficit. She noted that many citizens are disappointed and frustrated upon hearing the potential cuts to hours and programs.

(e) Chris Eggen, Shoreline, announced that the 4th Annual Shoreline Solar Fair will be held July 20-21 at the Shoreline Conference Center and Meridian Park Elementary. He described the various displays and vendors that would be participating, and invited the community to attend and learn more about renewable energy and conservation.

Mr. Olander added that the City is contributing to this effort and is sponsoring Alan Durning as a guest speaker.

(f) Judy Allen, Shoreline, said the City's response to her prior inquiry indicates that Shoreline has thus far spent \$109,000 on the public defense of the Open Public Meetings Act lawsuit. She asked why Councilmember Ryu felt entitled to be included in Council business and offer

her opinion in the fall of 2005 when another Councilmember-elect was not. She asked for an answer to her May 21st question regarding the author of the press release written in December 2005, noting that secrecy benefits no one and breeds distrust of elected officials.

(g) Elaine Phelps, Shoreline, said that the public comment forum should not be used for "political campaign smear attacks" but to raise issues of public concern. She said the previous speaker endorsed certain political candidates, and while she did too, this is not the place to cast innuendos and personal attacks. She said people can write letters to the editor or take out newspaper ads for this purpose, but this forum is for public issues.

Mr. Olander said the Senior Center request has been added to the June 18 agenda, and an arterial speed study meeting is scheduled for June 22 at Meridian Park Elementary.

Responding to Deputy Mayor Fimia, Mr. Olander clarified the process for adding items to future agendas. Items may be added by majority vote or consensus of the Council; by any two Councilmembers, in writing or with phone confirmation, with signatures by fax allowed for confirmation of support, no later than 12:00 (noon) five days prior to the meeting; by the City Manager; and by the Mayor or Deputy Mayor when acting in the absence of the Mayor.

6. APPROVAL OF THE AGENDA

Councilmember McGlashan suggested moving item 8(a) to the Consent Calendar, but there was not unanimous consent to do so.

Councilmember Ryu wished to add the Senior Center funding request as item 9(a). There was Council discussion about whether to put it on tonight's agenda or defer it until June 18. It was noted that deferring it until the 18th would give staff a chance to analyze the issues and bring back information. Since the 18th is also the date the Council will be considering the YMCA funding request, and because a budget ordinance might be required, Mr. Olander felt that next week would be the appropriate time to address this item.

Mayor Ransom wished to remove item 8(c), Ordinance No. 474 relating to the Gambling Tax Rate, from tonight's agenda.

Councilmember Gustafson moved approval of the agenda, removing item 8(c). Councilmember McGlashan seconded the motion, which carried 7-0, and the agenda was approved as amended.

7. CONSENT CALENDAR

Deputy Mayor Fimia moved approval of the Consent Calendar.

Councilmember McGlashan seconded the motion, which carried 7-0, and the following Consent Calendar items were approved:

(a) Minutes of Special Meeting (Civic Center) of April 30, 2007

Minutes of Special Meeting of April 30, 2007

Minutes of Special Meeting of May 7, 2007

(b) Approval of expenses and payroll as of May 30, 2007 in the amount of \$2,085,816.92

(c) Motion to Authorize the City Manager to Execute a Construction Management Contract with W & H Pacific for the Dayton Ave. N Project, 15th Ave./150th Signal Project and 2007 Priority Sidewalk Project

(d) Motion to Authorize the City Manager to Amend the Existing Contract in the amount of \$132,260 for Preparation of Construction Documents for the Saltwater Park Phase 1 Improvements Project

8. ACTION ITEMS: OTHER ORDINANCES, RESOLUTIONS AND MOTIONS

(a) Resolution No. 260 Endorsing the Principles of the Cascade Agenda

Joe Tovar, Planning and Development Services Director, noted that the Cascade Land Conservancy spoke to the Council previously regarding this proposal, and that staff has nothing to add to the staff report.

Mayor Ransom called for public comment. There was no one in the audience wishing to provide comments on this item.

Councilmember Gustafson moved approval of Resolution No. 260, endorsing the principles of the Cascade Agenda. Councilmember Way seconded the motion.

Deputy Mayor Fimia moved to amend Resolution No. 260 insert in the list of Council Goals "Goal 8, Develop a Fircrest Master Plan in partnership with the State." Councilmember Ryu seconded the motion.

Deputy Mayor Fimia thanked staff for their work on the resolution, adding that the Fircrest Master Plan is entirely consistent with the goals of the Cascade Agenda.

Councilmember Way concurred that Fircrest should be included because it is a unique opportunity to work with the neighborhood to come up with some sustainability proposals.

Councilmember Ryu agreed, noting that Fircrest, an 80-acre campus adjacent to Hamlin Park and a "huge area of green," is appropriate to include in this resolution.

A vote was taken on the amendment, which carried 6-0-1, with Councilmember Hansen abstaining.

A vote was taken on Resolution No. 260 as amended, which carried 7-0.

(b) Ordinance No. 469 amending the Municipal Code Title 20, including 20.20.016 D Definitions; 20.20.054 W Definitions; Table 20.30.040; 20.30.220 Filing Administrative Appeals; 20.30.560 Categorical Exemptions; 20.30.760 Junk Vehicles as Public Nuisance; 20.30.770 Notice and Orders; 20.40.320 Daycare Facilities; 20.50.020(2) Density and Dimensions; 20.50.040 Setbacks; 20.50.260 Lighting Standards; 20.50.410(a) Parking Design Standards; 20.50.420 Vehicle Access and Circulation Standards; 20.70.030(c)(3)(a) Required Improvements; 20.80.330 Required Buffer Areas; and 20.90.110 Lighting.

Councilmember McGlashan recused himself from this item due to a potential conflict of interest. He left the Council chamber at 8: 45 p.m.

Joe Tovar, Planning and Development Services Director, provided a brief introduction of the development code amendments and Steve Szafran, Planner, outlined the various amendments as included in the Council packet.

Councilmember Gustafson moved the Planning Commission's recommended amendments as reflected in Ordinance No. 469. Councilmember Hansen seconded the motion.

Responding to Mayor Ransom, Mr. Tovar explained the changes to SMC 20.30.560 as included on page 45 of the Council meeting packet. It is proposed to increase the thresholds for categorical exemptions under minor new construction. He noted that projects are subject to all other city codes, so it is not necessary to regulate these under the State Environmental Protection Act provisions.

Councilmember Way asked what inspired the need to increase the thresholds in this section, and whether the Director has discretion to require SEPA in some circumstances.

Mr. Tovar replied that these changes would not give the Director discretion to require SEPA. He explained that the changes were proposed to streamline the process and to make the regulations timely, fair and predictable.

Councilmember Way asked if the Director could invoke SEPA if a citizen brought forth relevant facts or conditions about a particular proposal. Mr. Tovar responded that SEPA could not be invoked in that situation.

Councilmember Way expressed concern about the increasing the thresholds, noting that the Director should retain some discretion in the circumstances outlined in section 20.30.560.

Mr. Tovar reiterated that the City's critical areas regulations still apply to every permit application, and the process includes the necessary protections. He said it is really a question of how much regulation and protection is needed.

Mr. Olander added that there is a whole layer of permits that applicants have to go through, and those really control what happens on the site.

Mayor Ransom referred to SMC 20.30.760, junk vehicles, and asked if people are adequately notified when enforcement action is taken against them. He noted that many classic cars are in the process of being restored, but they can be visible from the neighbors' homes.

Mr. Tovar said the first enforcement step is inspecting the site, making sure the property owner has a copy of the city code. The next step would be to give them notice in writing, and no enforcement action is taken until the City receives a response. He noted that the time frame for requesting a hearing has been increased from 10 to 14 days.

Referring to SMC 20.30.560, Councilmember Ryu inquired about the statement "lands covered by water," and if that definition would include water-covered land that was drained.

Mr. Tovar noted that standing water on site is probably a critical area, and attempts to drain it would violate the critical areas regulations.

Councilmember Ryu wished to ensure that these changes do not diminish the environmental protections built into the system.

Staff responded to Deputy Mayor Fimia that additional amendments not addressed in this group would require a hearing in the Planning Commission.

Deputy Mayor Fimia expressed interest in removing some amendments from consideration. She expressed concern about the categorical exemptions in SMC 20.30.530 (Amendment #5) as well as the new language proposed for SMC 20.50.020(2) (Amendment #9) on page 50 of the Council packet. She felt this amendment should not be considered before the Council addresses the issue of the South Aurora Triangle (SAT) and form-based codes.

Mr. Tovar pointed out that form-based code focuses on factors such as size, bulk, and orientation, rather than on the usage and number of dwelling units.

Deputy Mayor Fimia moved to strike the following from Table 20.50.020(2) in the proposed list of amendments: "Exceptions to Table 20.50.020(2): (1) For all parcels zoned CB within 1300 feet of Aurora Avenue or Ballinger Way, there is no residential density limit. Development is subject to all other requirements of the Shoreline Development Code." Councilmember Way seconded the motion.

Councilmember Gustafson noted that almost every vote in the Planning Commission was unanimous, with the exception of Amendment #9, which was a 7-1 vote. He asked for Mr. Tovar's perspective on why one Commissioner voted against this amendment.

Mr. Tovar said the concern was if the code is amended in a way that some would construe to be a rezone (or a change to the zoning map), then there should be quasi-judicial notice provided. He said it was a process issue for the member rather than a concern about the

concept.

Councilmember Gustafson said he will vote against Deputy Mayor Fimia's amendment, noting that the Planning Commission and staff recommended approval.

Councilmember Ryu wished to consider Amendment #9 at a later time and not approve it with this grouping. She advised proceeding with caution, noting that some people were not aware of this amendment.

Mayor Ransom read the proposed language of section 20.50.020(2) and explained that the Council has discussed the issue of density limits before. He said even though there would be no residential density limits in CB zones within 1300 feet of Aurora Avenue and Ballinger Way, they are still subject to the requirements of the Development Code. He said if the public was fully aware of this issue, they would be supportive of the amendment. He felt the Council should retain the recommended language.

Councilmember Hansen opposed Deputy Mayor Fimia's amendment, since development would still be subject to all other development regulations. He said he has great faith in the Planning Commission and staff on this issue.

Councilmember Way said she appreciates staff's work, but many parts of the community are sufficiently concerned about this issue; therefore, she feels it needs additional work. She said this amendment goes to the heart of issues people are expressing concern about; namely, the fear of large development in neighborhoods.

Responding to Mayor Ransom, Mr. Tovar clarified that the 1300-foot distance (the distance one could reasonably expect pedestrians to walk to transit) is the first attempt to codify what is a fairly standard practice in urban design.

Councilmember Hansen moved the previous question. Councilmember Gustafson seconded the motion, which failed 2-4, with Councilmembers Hansen and Gustafson voting in the affirmative.

Staff confirmed for Councilmember Ryu that 1300 feet is roughly 2 city blocks; at N 185th Street it would go from Aurora Avenue N to slightly beyond Linden Avenue on the west, and to Stone Avenue on the east. Mr. Szafran noted that most of the CB zone designation is located on Ballinger Way.

Deputy Mayor Fimia felt this amendment should require more public review since it proposes a major change.

A vote was taken on the motion to strike the following from Table 20.50.020(2): "Exceptions to Table 20.50.020(2): (1) For all parcels zoned CB within 1300 feet of Aurora Avenue or Ballinger Way, there is no residential density limit. Development is subject to all other requirements of the Shoreline Development Code." The motion failed 3-3, with Mayor Ransom and Councilmembers Gustafson and Hansen dissenting.

Councilmember Way expressed concern about Amendment #5 relating to categorical exemptions for minor new construction. She was in favor of not passing this amendment at this time to allow the Council more time to review.

Councilmember Way moved to strike Amendment #5, changes to SMC 20.30.560, from the list of amendments for consideration. Councilmember Ryu seconded the motion, which failed 3-3, with Mayor Ransom and Councilmember Gustafson and Hansen dissenting.

Councilmember Ryu moved to lower the recommended threshold limits included in SMC 20.30.560, Categorical exemptions - Minor new construction, as follows: "The following types of construction shall be exempt, except: 1) when undertaken wholly or partly on lands covered by water; 2) the proposal would alter the existing conditions within a critical area or buffer; or 3) a rezone or any license governing emissions to the air or discharges to water is required. A. The construction or location of any residential structures of ~~four up to 20~~ 12 dwelling units. B. The construction of an office, school, commercial, recreational, service or storage building with ~~4,000 up to 12,000~~ 8,000 square feet of gross floor area, and with associated parking facilities designed for ~~20 up to 40~~ 30 automobiles. C. The construction of a parking lot designed for ~~20 up to 40~~ 30 automobiles. D. Any landfill or excavation of 500 cubic yards throughout the total lifetime of the fill or excavation; any fill or excavation classified as a Class I, II, or III forest practice under RCW 76.09.050 or regulations thereunder. (Ord. 324 § 1, 2003; Ord. 299 § 1, 2002; Ord. 238 Ch. III § 9(h), 2000)." Councilmember Way seconded the motion.

Mr. Tovar noted that these changes are a move in the right direction, although the Planning Commission was comfortable with the numbers it proposed.

Mr. Olander said this is a policy issue of striking a balance between streamlining the process and excessive regulation. He felt the changes as recommended by the Planning Commission reduce staff time and assist economic development. He reiterated that the critical areas ordinance provides the adequate environmental protections.

Councilmember Hansen noted that all these issues have been argued extensively in a public process before the Planning Commission, which moved them forward for approval. He said he is in favor of adopting all of them or none of them, so he is against the change. He said this issue is about whether the Council trusts the Commission and staff.

Councilmember Gustafson concurred, noting that without the knowledge and background of the Planning Commission and staff, the changes are arbitrary.

Councilmember Way asked if staff analyzed the surface water impacts of allowing larger building footprints and parking areas.

Mr. Tovar said the premise is that any work done on a site will be subject to City review for

stormwater control. He clarified that there are more systematic ways to ensure surface water control than through SEPA. Mr. Olander added that these changes do not increase building lot sizes; they just change the threshold in which SEPA review is required. He said the Surface Water Master Plan still applies regardless of parking lot size.

Councilmember Way said she appreciates the intent of Amendment #12, but it would be preferable to see a compensation for pervious surface, because increasing the footprint will increase detention and retention needs.

Mr. Olander reiterated that this does not increase size of lots. He said as we move to low-impact development standards, we get into different designs for stormwater detention and retention, which are dictated through the development regulations, not SEPA.

Mr. Tovar noted that SEPA is a useful tool for larger projects. However, SEPA is a 40-year-old regulatory scheme that over time has become less useful for reviewing smaller projects, especially since our critical areas regulations have become more rigorous and sophisticated.

Mayor Ransom asked the Council to seriously consider the suggested change, since it represents a compromise and an improvement over the current regulations.

Deputy Mayor Fimia moved to substitute for the prior amendment a motion to strike Amendments #5, #9, and #14 from consideration this evening and to have staff bring them back for review at a future meeting. Councilmember Ryu seconded the motion.

Deputy Mayor Fimia noted that Councilmembers were elected to do "fine tuning," and if there are Councilmembers who have concerns about the proposed changes, their concerns should be considered. She noted that people are not closely following the Planning Commission, and it would be appropriate to wait a few weeks to address the other amendments.

Councilmember Gustafson pointed out that the Planning Commission recommended denial on Amendment #14.

Councilmember Ryu spoke in favor of the substitute motion.

Councilmember Hansen noted that Councilmember McGlashan chose to recuse himself from the discussion on the grounds of potential conflict of interest, but another Councilmember in a similar situation did not.

Deputy Mayor Fimia said the substitute amendment simply asks for more time to consider Amendment #9, which represents large areas in the City of Shoreline.

Mayor Ransom recommended that the amendment be approved so the Council can approve the remaining items and move on to the other agenda items.

Upon motion by Councilmember Gustafson, seconded by Councilmember Ryu and carried 6-0, debate was closed.

A vote was taken on the motion to strike Amendments #5, #9, and #14 from consideration, which carried 4-2, with Councilmembers Gustafson and Hansen dissenting.

A vote was taken on the motion to adopt Ordinance No. 469, with the exception of Amendments #5, #9, and #14, which carried 5-1, with Councilmember Gustafson dissenting.

RECESS

At 9:43 p.m., Mayor Ransom called for a five minute recess. At 9:52 p.m., the meeting reconvened.

9. NEW BUSINESS

(a) Ridgecrest Final Report and Next Steps

Tom Boydell, Economic Development Manager, explained that the Ridgecrest Neighborhood Commercial Center project is the first project of the sustainable neighborhoods initiative of the Economic Development program. The project has potential for mixed use, public spaces, pedestrian improvements, and includes economic and social dimensions. He summarized the process to date and noted that as a first-tier suburb, Shoreline must rethink its housing options and consider social, environmental, and economic sustainability as integral parts of the housing and development scheme. He introduced Professor Luanne Smith, of the University of Washington.

Professor Smith thanked the City for the opportunity to participate in this project. As an instructor in the Department of Landscape Architecture housed in the College of Architecture and Urban Planning, she and her students worked for a 10-week period, had two community meetings, and created four alternatives focusing on sustainability. She described the wide variety of participants and the public input process and described the site, which is located at the intersection of NE 165th Street and 5th Avenue NE (the "Bingo" site and the "7-11" site).

MEETING EXTENSION

At 10:00 p.m. Deputy Mayor Fimia moved to extend the meeting until 10:45 p.m. Councilmember Ryu seconded the motion, which carried 5-2, with Councilmembers Hansen and McGlashan dissenting.

Continuing, Professor Smith outlined the features of the site and the methodology used to create the four development alternatives. She discussed the site analysis process, precedent studies, the interactive stations for community input, neighborhood meetings, and the design synthesis. She noted that the synthesis phase resulted in four different designs that demonstrated a balanced approach to integrating the components of sustainability: economic, social, environmental, and creative.

She then outlined the following development schemes as included in the Ridgecrest Sustainable Neighborhood Development Visioning Workshop report: 1) Reuse/Infill; 2) Neighborhood Business Zoning Plan; 3) Community Business Comp Plan; and 4) Sub-Area Neighborhood Plan. Each of these plans represents different levels of residential and commercial development and range from the most modest to the highest possible density permitted. For example, the Neighborhood Business Zoning Plan would accommodate approximately 107 residential units, whereas the Community Business Comp Plan envisions 400 residential units. She concluded her presentation by commenting on the positive neighborhood feedback on the project and thanking the City for the opportunity to work with a "real client." She noted that this report represents an honest assessment of the development possibilities for the site.

Mr. Boydell listed potential ideas staff have identified for a next phase discussion with citizens and City leadership, including: 1) zoning revisions, 2) local property tax exemption program, 3) adding Ridgecrest to the Capital Improvement Plan as a project placeholder, and 4) exploring federal and state grant funds.

Mayor Ransom called for public comment.

(a) Dennis Lee, Shoreline, said this plan sounds like something he has been interested in for a long time -- a neighborhood subarea plan with a sustainability component. He said the next steps may not have to be very expensive, but community involvement in land use is crucial in achieving successful development. He said he is excited to see something like this happening.

(g) Gretchen Atkinson, Shoreline, said this is the fourth charrette she has been involved in, and it's exciting to see the variety of possibilities. She said this is an opportunity to go a step further and make the Ridgecrest Vision even better than the North City project through artwork, pedestrian trails, and community areas. She commented favorably on the mixed use development schemes, noting that it provides the needed commercial uses that support higher residential densities. She said it is outstanding that the UW students had visions of the type of businesses and amenities that would be appropriate for this area.

(c) Patty Hale, Shoreline, said although the plan is exciting as a whole, she is concerned about the huge influx of potential parking spaces, and the competition for those spaces. She noted that a 20-story building would be imposing in the subject area, and while the project should strive to be better than North City, it should not be bigger. She commented favorably on the citizen interaction and dialogue and on the street-friendly amenities of the development schemes. She wondered how exempting properties from taxation would benefit the City. She thanked Professor Smith and Mr. Boydell for showing what the future of Ridgecrest could be.

Mr. Olander assured the Council that staff is very sensitive to scale and neighborhood issues, and will bring back recommendations for the Council to consider. Mr. Boydell clarified that the current property tax exemption is only a partial exemption.

Councilmember Way said she thoroughly enjoyed the process, as did many others. She asked if hard-bound copies are available to the public, to which staff responded that the study is available at the Shoreline library as well as the City web site. Councilmember Way asked if the study considered the impact of overflow parking resulting from special events.

Professor Smith noted that the realistic scheme would include underground parking, since there is currently insufficient parking for the Crest Theater. Councilmember Way suggested that public parking could be considered as one possibility to absorb the theater parking problem. Mr. Boydell said he asked the UW students to explore the parking question, although most developers are not interested in providing public parking.

Councilmember Ryu spoke favorably of the study and described it as a "springboard" for further activities. She urged the staff to be sensitive to traffic flow impacts, especially as they relate to single-family neighborhoods.

Deputy Mayor Fimia asked for a description of the public feedback on the four development options identified. She wondered if one development type was preferred over others.

Mr. Boydell said that the lowest-intensity development (Reuse/Infill) and the highest-intensity development (Sub-Area Neighborhood Plan) were the most controversial. Based on this feedback, it was his impression that the preferred alternative will be somewhere in between. He added that the public loved the concept of residential dwellings built above commercial units.

Deputy Mayor Fimia said she is hearing that the community wants to give input, they want to see good quality development, and that they're open to additional development within reason. She expressed concern that even though the City is building a new expectation and public process, the City will continue to get the same type of development its had in the past.

Professor Smith clarified that the community did not necessarily respond to the mass of the buildings, but that they appreciated the social and environmental aspects that developments #2 and #3 offered.

Responding to Deputy Mayor Fimia, Mr. Tovar said it will be important to communicate with potential property owners, and possibly pursue zoning changes, in order to get the desired development. Mr. Boydell added that property tax incentives could be part of the equation as well. Mr. Olander said staff has been verbally communicating with current and potential owners, and that potential buyers are very engaged and open about the development prospects. He concurred that putting something in writing would go a long way in attracting the desired development.

Mayor Ransom pointed out that one of the reasons the bingo hall closed was due to lack of traffic; the current 5,000 vehicles per day is not sufficient to support local business. However, if traffic volumes are increased, it will likely increase the number of traffic-related complaints. He asked how these issues will be addressed by future development. Staff

replied that businesses will be supported by the foot-traffic created by higher-density residential development.

MEETING EXTENSION

At 10:45 p.m., Councilmember Way moved to extend the meeting until 11:15 p.m. Councilmember Ryu seconded the motion, which carried 6-0 (Councilmember McGlashan temporarily stepped away from the Council table).

Councilmember Gustafson noted that he will be submitting these materials to the National League of Cities (NLC) First Tier Suburbs Committee, and they are excited about the possibilities in terms of the partnerships, the process, and the outcomes. He said they might use them in their conference sessions this fall.

(c) Civic Center Project Informational Update

Jesus Sanchez, Public Works Operations Manager and Civic Center Project Manager, provided a brief status report on the Civic Center project. He noted that staff recently completed a major review of the development proposals, and OPUS Northwest was selected as the recommended development firm.

Bill Angle, consultant to the Civic Center Project, spoke favorably of OPUS Northwest, noting that they gave the City an affirmative commitment and declaration, and the estimated budget was significantly less in terms of the "soft costs." He said the next step is to meet with OPUS representatives and finalize a pre-development agreement, which will provide a scope of work to get us to a final set of agreements. He noted that the City will own the work product resulting from the pre-development agreement.

Mr. Sanchez said OPUS has a strong design team and they understand the City's environmental and sustainability issues as well as the public process. He added he is excited to bring them to the public forum.

Mr. Angle added that OPUS is a very impressive, fully-integrated real estate development company that aggressively pursued this project. He outlined their experience in other public projects and added that OPUS provided the most innovative ideas on how the City's project can meet its potential.

Mr. Olander clarified that the pre-development agreement and the development agreement are already drafted as part of the RFP process. The predevelopment agreement will get the City started, providing 30% design. At that time the project costs will be guaranteed, and the risk will be transferred to the private sector. Mr. Olander added that the City has been fortunate in the RFQ process, considering that some projects costing \$200 million haven't attracted as much attention as the City's project.

Mayor Ransom called for public comment. There was no one in the audience wishing to provide public comment.

(b) Presentation of the 2008-2013 Capital Improvement Plan

Mr. Olander and Patti Rader, Budget Analyst, presented the proposed 2008-2013 Capital Improvement Plan (CIP) and adoption schedule. They outlined that the CIP is a long-term policy and management tool, and does not include precise cost estimates or detailed project schedules. The CIP includes 51 projects totaling \$172 million over a six-year period, with Aurora Corridor Phase 2 comprising the largest portion of the funds.

Ms. Rader provided a PowerPoint presentation showing the breakdown of CIP revenue sources, including grants, savings, and real estate excise tax (REET). She also outlined the various categories of CIP projects. She emphasized that staff tried to focus on the Council goals in developing the CIP. The CIP is divided into three major categories: General Capital (17 projects totaling \$32.9 million); Surface Water Capital (19 projects totaling \$18.3 million); and Roads Capital (12 projects totaling \$120.4 million).

Mr. Olander summarized the significant changes to this year's CIP, noting that the City faces capital revenue shortages in the coming years. In addition to inflation and increasing project costs, the General Fund contribution to the Roads Capital fund is reduced due to the gambling tax reduction and reduced gambling receipts. He noted the City's intention to keep the City's portion of the Aurora Corridor project level, and to vigorously seek grant funding. It was noted that the State legislature passed enabling legislation which would allow jurisdictions to collect a vehicle license tab fee, if the City was so inclined.

Mayor Ransom called for public comment. There was no one in the audience wishing to comment on this agenda item.

Responding to Councilmember Hansen, Ms. Rader said it is estimated that a \$20 per vehicle license tax would produce \$638,000 in annual revenue.

Deputy Mayor Fimia asked for a brief summary of the gambling activity and the budget impact. Ms. Rader said the gambling industry has seen a 20% drop in gambling activity for variety of reasons. This has resulted in a revenue reduction of \$250,000 annually. Mayor Ransom pointed out that the casinos were paying nearly \$3.5 million annually, before the tax reductions went into effect.

10. ADJOURNMENT

At 11:21 p.m., Mayor Ransom declared the meeting adjourned.

Scott Passey, City Clerk

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

Monday, June 25, 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, Tony Burt, Police Chief, Mary Reidy, Teen Recreation Coordinator, Rob Beem, Community Services Manager

GUESTS: Matthew David, Area Manager, Partnership for Youth Justice Diversion Program, King County Superior Court and Paul Allen, Volunteer and Chairperson of the Shoreline Community Accountability Board

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

Matthew David provided an overview of the Partnership for Youth Justice Diversion Program. He stated that the state formalized the program in 1978 and it requires that all first time juvenile offenders be referred to the diversion program. The program is most successful with low-level offenders and when youth are offered this alternative, Mr. David stated that most of them take it.

Rather than going through the juvenile court system, the youth and their parents, meet with the Community Accountability Board. The board is made up of community volunteers - a background check, in person/phone interviews, and 10 hours of training are conducted for the volunteers. There are about eight volunteers in Shoreline; two to three volunteers staff each board meeting, which occur a few times per month. They meet at the Shoreline Courthouse.

The board meets with the youth and family together and then hold individual interviews with each of them. They discuss the offense, their involvement in school, their family and community involvement. The board tries to get a picture of what is going on in the youth's life. The youth is required to sign a diversion agreement, which is a legal contract. The agreement promises that their confidential criminal history can be destroyed if they are successful.

June 25, 2007

The program has a 93% success rate and studies have shown that youth are less likely to offend and those that do offend do so less frequently. Additionally, a program evaluation was done several years ago and it involved two groups of youth who were followed for two years. Those youth that went through the juvenile court system showed that 48.7% remained crime free compared to those that went through the diversion program - 70.2% remained crime free. Likewise, with the severity of the offense - those going through the juvenile court system were more likely to commit felonies or higher level misdemeanors than those who went through the diversion program.

The board can require up to 40 hours of community service; 10 hours of counseling; and 20 hours of class instruction. In addition, the agreement could include restitution/fines of up to \$900. The program provides offense-specific resources such as anger management, anti-shop-lifting, etc. Mr. David went on to say that the cost of the program is approximately \$172 per youth - this fee was set in 1998. They charge a sliding scale and the lowest fee is \$40. They have never turned a youth away for their inability to pay. The term of the agreement is for six months. There is a monitor who makes sure they follow through on the agreement.

Mr. Allen stated that youth want to be treated with respect; they want to know the rules and the boundaries. He continued by saying that often the youth will tell them the truth, which can be a different story from what they have told their parents. He said that they choose diversion because they want to be accountable. He said that most youth are crying for help - they come from a broken home; they have sick parents; or parents don't know what to do. The board is able to make a good assessment of the situation. Mr. Allen added that this program gives the family closure.

Mr. David stated that as part of the board's assessment, if there is a victim, they want to involve them. They are not at the meeting; however, they provide an impact statement. In addition, for the assessment, the board reviews a copy of the police report.

Mr. David showed a short video that summarizes the program.

In summary, Mr. David stated that the youth do not have to admit to guilt, but they must be held accountable. The program aims to make the youth responsible for their choices.

The meeting adjourned at 7:25 pm.

Julie Modrzejewski, Assistant City Manager

DRAFT

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

Monday, July 9, 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

GUESTS: Romesh Gautom, Ph.D., Director of the Washington Public Health Laboratory; Lain Knowles, Assistant Director; and Margaret Norton-Arnold, Consultant

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

Deputy Mayor Fimia summarized the Fircrest master plan process as it stands and stated that the intent for putting this item on the list of Council goals is to ensure that the State knows the City wants a broader public process and wants it to be consistent with what is currently there. Councilmember Way said that it was her understanding that the master plan that was started in the past could be the basis for the new master plan.

Mr. Olander stated that the Fircrest master plan has received state funding and that the Department of Social and Health Services (DSHS) will be the lead agency.

Dr. Gautom stated that the timeline for DSHS to develop their plan is less than a year and the Washington Public Health Lab's master plan is due to be complete by June 2009. Mr. Knowles stated that the Lab owns the land and they did receive funding of \$250,000 from the legislature to develop their master plan. Mr. Knowles expressed that the Lab would like to involve as many as possible in the process.

Dr. Gautom stated that the mission of the Public Health Lab (PHL) is to protect and improve the health of people in Washington. He stated that every state has only one public health lab and this is it for the State of Washington. They operate from a 70,000 square foot facility on about five acres with 145 employees. They have state-of-the-art systems in place and if they cannot do the test, they work with the Centers for Disease Control (CDC) for advice and guidance.

He stated that the lab supports all 39 counties and that the Lab's primary services fall into five categories: 1) Newborn Screening 2) Environmental Laboratory Sciences; 3) Communicable Diseases; 4) Training; and 5) Administration.

Their Newborn Screening section tests every newborn for 10 different conditions within two weeks of birth. This equals approximately 80,000 births: 2 samples per child: 2 million tests per year. Dr. Gautom said that timely information is very important in treating or preventing conditions.

Their Environmental Laboratory Sciences section processes environmental samples such as water, food, air, etc. They test for substances that could harm human health. For example, they regularly monitor beaches for marine toxins. For instance, bacteria found in shellfish can have a significant impact on the shellfish industry.

The Communicable Diseases section, which is their main section, includes scientists who process tests for tuberculosis, HIV, etc. The Lab has highly sophisticated systems and methods for testing. For example, the Lab developed a method to reduce the time to test for whooping cough from 6-10 days to four hours.

Dr. Gautom expressed the Lab's preparedness for bio-terrorism threats. Their staff has had all of the necessary training and FBI background checks, and they have the proper equipment. Likewise, the Lab works closely with the FBI and Secret Service. Over the last five years they have upgraded their security. All areas have controlled access and cameras.

The fourth section is Training. The Lab provides one of the best training programs in the country to universities. Since 1985 students, local health jurisdictions, and first responders have been coming to them for training. The last section is Administration and its focus is to oversee maintenance and training.

Dr. Gautom continued by informing the Council about the Lab's capital improvements and it includes: landscaping; upgrading their heating and ventilation system (their building is 22 years old); developing a master plan; and an addition of approximately 10,000 square feet, which they would like to complete by 2010. Since they are being required by the federal government to conduct additional tests, there is a need to expand the facility.

In Dr. Gautom's final remarks, he invited the Council to take a tour of the facility.

The meeting adjourned at 7:25 pm.

Julie Modrzejewski, Assistant City Manager

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Approval of Expenses and Payroll as of July 11, 2007
DEPARTMENT: Finance
PRESENTED BY: Debra S. Tarry, Finance Director *DR*

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 \$4,679,645.98 specified in the following detail:

***Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
6/3/07-6/16/07	6/22/2007	19481-19675	6460-6512	33079-33091	\$463,509.63
					\$463,509.63

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
6/21/2007	33068		\$354.31
6/25/2007	33069		\$11,276.00
6/25/2007	33070	33071	\$357.40
6/29/2007	33072		\$504.00
7/2/2007	32825		(\$354.31)
	32944		(\$504.00)
7/2/2007	33073	33075	\$26,017.65
7/2/2007	33076	33078	\$1,464.00
7/2/2007	33092		\$8,251.00
7/3/2007	33093		\$3,150.49
7/3/2007	33094	33099	\$2,725.00
7/3/2007	33100	33111	\$20,857.65
7/5/2007	33112	33152	\$544,367.42
7/6/2007	33153	33167	\$1,411.92

***Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
7/9/2007	33168		\$78,189.69
7/9/2007	33169	33194	\$26,061.13
7/9/2007	33195	33220	\$3,492,007.00
			<u>\$4,216,136.35</u>

Approved By: City Manager _____ City Attorney _____

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Purchase of 8.32 acres as addition to Hamlin Park
DEPARTMENT:	City Attorney's Office
PRESENTED BY:	Ian R. Sievers, City Attorney

BACKGROUND:

In mid 2005 Shoreline and Seattle Public Utilities (SPU) began negotiations for the acquisition of 8.32 acres of property adjoining Hamlin Park along the south boundary of the parcel and generally located south of NE 168th and east of 16th Ave. NE. This residentially zoned parcel is currently undeveloped open space informally used as an extension of Hamlin Park with a number of social trails entering from abutting rights of way. The site has a mixed cover of timber stands and open grass areas. Approximately 10% has steep slopes over 40%. See site map, Attachment A.

The City initially proposed to purchase the parcel over several years on an installment basis when SPU first notified the City that it intended to surplus the property as no longer needed by the water utility. However, SPU preferred a cash out and its surplus process was suspended until the City's proposed parks bond levy, which included this parcel, was successfully passed in May 2006.

The City Manager executed a Purchase and Sale Agreement (Attachment B) for the property on May 23, 2007, contingent upon City Council ratification and approval of the property. SPU will complete its surplus procedure and approve the Purchase and Sale Agreement in August 2007. Closing is expected to occur approximately 30 days after SPU approves the purchase.

FINANCIAL ANALYSIS:

The City Attorney's Office and the Real Property Services Division of SPU have completed an extended negotiation of the fair market value of this property. The process included an initial June, 2005 appraisal by Seattle (\$3,850,000), a Shoreline review appraisal in February 2006 (\$3,300,000) and an updated Seattle appraisal January 15, 2007 (\$4,140,000). Following a final correction to the 2007 appraisal's zoning and subdivision assumptions for private sector residential development, and investigation and correction for an unrecorded Ronald Sewer District easement bisecting the parcel, SPU has accepted Shoreline's tentative offer of a final fair market value of \$3,527,800 (subject to SPU legislative approval). There are sufficient funds included in the Parks capital bond proceeds for payment of this purchase price.

RECOMMENDATION

It is recommended that Council approve the purchase of the 8.32 acre SPU parcel described in the Purchase and Sale Agreement executed by the City Manager on May 23, 2007 at a purchase price of \$3,527,800.

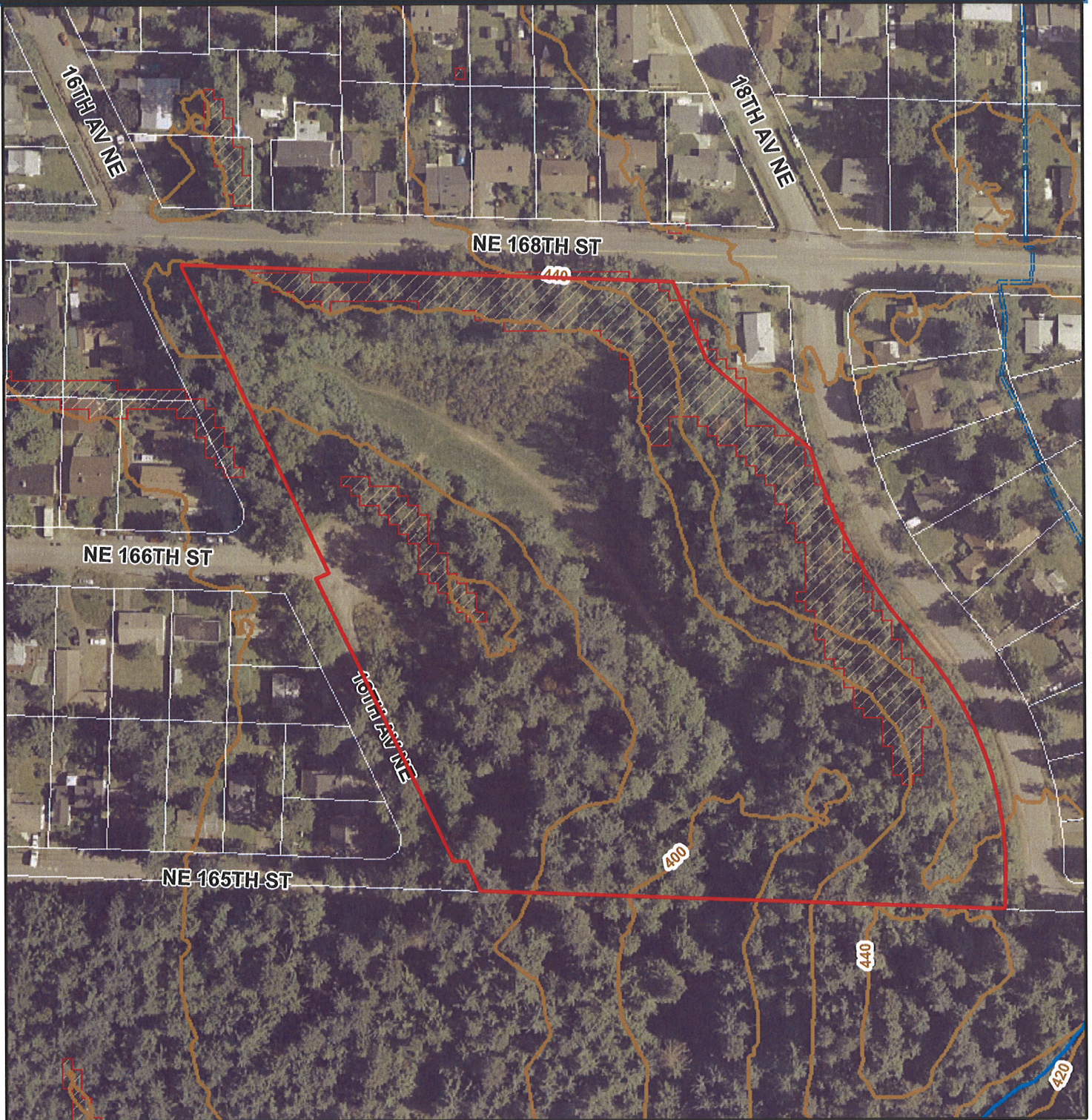
Approved By: City Manager  City Attorney ____

ATTACHMENTS

Attachment A: Parcel Site Map
Attachment B: Purchase and Sale Agreement

PARK AND OPEN SPACE ACQUISITION

HAMLIN PARK ADDITION



 Tax Parcel
 Steep Slope (> 40%)

Topography

— 20'

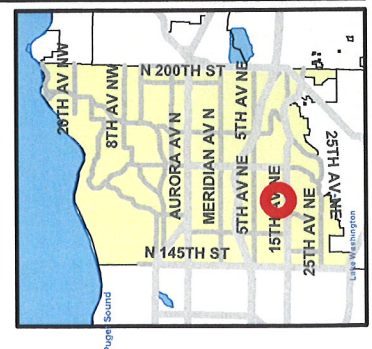


View Along Trail in North Part of Property



47

ATTACHMENT A



OPTION AND REAL ESTATE PURCHASE AND SALE AGREEMENT**Vacant Land**

THIS CONTRACT CONTROLS THE TERMS OF THE SALE OF THE REAL PROPERTY.
READ CAREFULLY BEFORE SIGNING.

This OPTION and PURCHASE AND SALE AGREEMENT (this "Agreement") is dated for reference purposes ~~July 1, 2007, by and between City of Seattle, Seattle Public Utilities Division, a municipal corporation of the State of Washington (hereinafter "Seller"), and The City of Shoreline, a Washington state municipal corporation ("Buyer").~~

1. **GRANT OF OPTION:** Seller, for good and valuable consideration, receipt of which is acknowledged by Seller, grants to Buyer, the sole and exclusive right to purchase the following described real estate located in the City of Shoreline, County of King, consisting of, wooded, vacant land, approximately 8.32 acres, Tax Parcel Number 092604-9017-09 and more fully described as

See Exhibit A attached.

(hereafter "Property")

in the manner and for the price stated in this Agreement ("Option"). Buyer shall have the right, by written notice (the "Exercise Notice") given to Seller at any time during the Term to elect to purchase the Property in accordance with this Agreement. Seller acknowledges that, notwithstanding anything to the contrary elsewhere herein, Buyer's exercise of its Option is conditioned on due authorization of the Shoreline City Council. Upon exercise of the Option, Buyer shall be obligated to purchase the Property from Seller (subject to the terms, conditions, and any remaining contingencies set forth herein), and Seller shall be obligated to sell the Property to Buyer, for the Purchase Price and in the manner herein set forth.

1.1 **Term.** The term of the Option (the "Term") shall commence on the date of mutual execution hercof (the "Effective Date") and shall continue until the date that is thirty (30) days thereafter. If the last day of the Term falls on a Saturday, a Sunday, or a holiday recognized by the federal government or the State of Washington, all of Buyer's rights during such time period shall extend through the next business day.

2. **PURCHASE PRICE:** The total purchase price shall be THREE MILLION FIVE HUNDRED TWENTY-SEVEN THOUSAND EIGHT HUNDRED DOLLARS (\$3,527,800). The Purchase Price shall be paid in cash at Closing.

Option and Purchase and Sale Agreement -0

Buyer  / Seller 

ATTACHMENT B

3. **CONDITION OF TITLE:** The title is to be free of all encumbrances or defects except rights reserved in federal patents or state deeds, building or use restrictions general to the area, and the unrecorded Ronald Sewer easement attached hereto as Exhibit B. Building or zoning regulations or provisions shall not be deemed encumbrances or defects. Encumbrances to be discharged by Seller may be paid out of purchase money at closing.

4. **EARNEST MONEY RECEIPT:** (a) Buyer hereby deposits, and receipt is hereby acknowledged, of TWENTY THOUSAND DOLLARS (\$20,000), evidenced by a Promissory Note due five (5) days after waiver of contingencies under Paragraph 13, paid or delivered as earnest money in part payment of the purchase price for the Property. (b) Earnest money and this agreement shall be held by Closing Agent for the benefit of the parties hereto.

5. **FINANCING:** This agreement is not conditioned upon Buyer's financing

6. **TITLE INSURANCE:** Buyer shall, promptly after the effective date of this Agreement, at its expense, order a preliminary commitment for title insurance on the Property from Pacific Northwest Title. The preliminary commitment for title insurance, together with copies of all exceptions noted therein, shall constitute the "Title Report." Purchaser may, at Purchaser's expense, purchase an owner's policy of title insurance with liability in such amount as buyer may choose insuring fee simple title to the Property in Purchaser, subject only to the encumbrances or defects noted in paragraph 3 above or waived in writing. If title is not so insurable, this agreement shall terminate; provided, however, that Buyer may waive defects in writing and elect to purchase or the Seller may elect to make the title insurable in its sole discretion within thirty (30) days of notice of defect. The Closing Agent shall not be responsible for delivery of title.

7. **DEFAULT: Seller's Remedies.** If the transaction fails to close due to default by Buyer, Seller shall terminate this Agreement, and collect and retain the Earnest Money as of the date of default, as the sole and exclusive remedy available to Seller as a result of such breach, whereupon Buyer shall deliver to Seller, at no cost to Seller, copies of any reports, studies, or tests performed by Buyer or its agents in connection with this transaction (excluding financial feasibility studies or other proprietary information). Seller hereby waives any other remedy it may have.

Buyer's Remedies. If the transaction fails to close due to default by Seller, Buyer's sole and exclusive remedy shall be to (i) recover the Earnest Money and any extension fees paid by Buyer or (ii) specifically enforce Seller's obligations under this Agreement. Provided, however, Buyer shall not be entitled to recover consequential damages including lost profits.

8. **CONVEYANCING:** Title shall be conveyed by Statutory Warranty Deed free of encumbrances or defects except those noted in Paragraph 3.

Option and Purchase and Sale Agreement -1

Buyer  / Seller 

9. **PRO-RATION:** Taxes for the current year if any, rents, insurance, interest, water and other utilities constituting liens shall be prorated as of date of closing.

10. **POSSESSION:** Seller shall deliver possession to Buyer on closing.

11. **SELLER'S WARRANTIES/ CONDITION OF PROPERTY:** Seller hereby warrants that Seller is authorized to enter into the Agreement, to sell the Property, and to perform the obligations of the Agreements. To the best of its knowledge, the premises described herein and the improvements thereon do not violate the applicable building or zoning regulations and that he is unaware of any material concealed defects, including hazardous wastes (see Paragraph 12), on the premises or improvements thereon with the exception of the following, to-wit:

Seller makes no representations or warranties regarding the Property other than those specified in this Agreement, Buyer otherwise takes the Property "AS IS," and Buyer shall otherwise rely on its own pre-closing inspections and investigations.

12. **HAZARDOUS SUBSTANCES:** Except as disclosed to Buyer prior to the satisfaction or waiver of the inspection contingency stated in Paragraph 13 below, Seller represents and warrants to Buyer that, to the best of its knowledge: i) there are no Hazardous Substances currently located in, on, or under the Property in a manner or quantity that presently violates any Governmental Requirement (as defined below); (ii) there are no underground storage tanks located on the Property; and (iii) there is no pending or threatened investigation or remedial action by any governmental agency regarding the release of Hazardous Substances or the violation of Governmental Requirements at the Property. As used herein, the term "Hazardous Substances" shall mean any substance or material defined or regulated as a hazardous substance, hazardous waste, toxic substance, pollutant, or contaminant under any federal, state, or local law, regulation, or ordinance governing any substance that could cause actual or suspected harm to human health or the environment. The term "Hazardous Substances" specifically includes, but is not limited to petroleum, petroleum by-products, asbestos, PCBs, and any other waste, substance or material now or hereafter defined, listed or designated as hazardous, toxic, a pollutant, waste, or otherwise harmful to human health or the environment under any law, statute, regulation or ordinance. The term "Environmental Law" shall mean any current or future federal, state or local law, regulation, ordinance or code regarding the manufacture, processing, use, handling, release, transportation, storage, or disposal of Hazardous Substances.

13. **CONTINGENCIES/ INSPECTIONS:** Buyer's obligations under this Agreement are contingent upon exercise of the Option to purchase within the term of the Option under Paragraph 1. In addition this Agreement shall terminate and Buyer shall receive a refund of the earnest money unless the following actions are taken: 1) Buyer gives written notice to Seller within twenty-one

Option and Purchase and Sale Agreement -2

Buyer / Seller ACG-4

(21) days of receipt of the title report that Buyer is satisfied, in Buyer's reasonable discretion, concerning all aspects of the Property, including without limitation, its physical condition; the presence of or absence of any hazardous substances; and the suitability of the Property for Buyer's intended purpose.

14. NOTICES: Any demand, request or notice which either party hereto desires or may be required to make or deliver to the other shall be in writing and shall be deemed given when personally delivered or when delivered by private courier service (such as Federal Express), when sent by facsimile with electronic confirmation of transmission, or three (3) days after being deposited in the United States Mail in registered or certified form, return receipt requested, addressed as follows:

To Buyer: City of Shoreline
Shoreline City Hall
17544 Midvale Avenue North
Shoreline, WA 98133
Attention: City Manager
Fax: (206) 546-7868

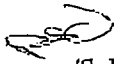
To Seller:

Rcal Property Services
Seattle Public Utilities
P.O. Box 34018
Seattle, WA 98124-4018
Attention: Audrey Hansen
Fax: 206-615-1215

16. TIME FOR CLOSING / RESPONSIBILITIES OF PARTIES: The sale shall be closed in the office of the Closing Agent within thirty (30) days after waiver of the contingencies in Paragraph 13. The Buyer and Seller shall deposit with the closing agent all instruments, documents and monies necessary to complete the sale in accordance with this agreement. Closing costs, excise tax, premium for title insurance and escrow fees, if any, shall be the responsibility of Buyer.

17. CLOSING AGENT: For purposes of this agreement, "Closing Agent" shall be Pacific Northwest Title or other closing agent authorized to perform escrow services pursuant to the provisions of Chapter 18.44 of the Revised Code of Washington who is designated by the parties hereto to perform such duties.

Option and Purchase and Sale Agreement -3

Buyer  / Seller Agent

18. ESCROW INSTRUCTIONS: This Agreement is intended by the parties to set forth escrow instructions to Escrow Agent. Nonetheless, Seller and Buyer agree to execute and deliver any additional instructions requested by Closing Agent for the purposes of consummating this transaction, provided that any such additional instructions are not inconsistent herewith.

19. DATE OF CLOSING: For purposes of this agreement, "date of closing" shall be construed as the date upon which all appropriate documents are recorded and proceeds of this sale are available for disbursement to Seller. Funds held in reserve accounts pursuant to escrow instructions shall be deemed, for purposes of this definition, as available for disbursement to Seller.

20. RISK OF LOSS: If prior to closing, improvements on said premises shall be destroyed or materially damaged by fire or other casualty, this agreement at option of Buyer shall become null and void. If Buyer elects to continue, all insurance proceeds, if any, shall be payable to Buyer.

21. ATTORNEYS' FEES: If either party hereto is required to retain an attorney to bring suit or seek arbitration to enforce any provisions of this agreement, said party shall be entitled to reasonable attorneys' fees regardless of whether the matter proceeds to judgment or is resolved by defaulting party curing default.

22. FIRPTA-TAX WITHHOLDING AT CLOSING: Closing Agent is instructed to prepare a certification that Seller is not a "foreign person" within the meaning of the foreign investment in Real Property Tax Act. Seller agrees to sign this certification. If Seller is a foreign person, and this transaction is not otherwise exempt from FIRPTA, Closing Agent is instructed to withhold and pay the required amount to the Internal Revenue Service.

23. ENTIRE AGREEMENT: There are no other verbal or other agreements which modify or affect this agreement. Time is of the essence of this agreement. All subsequent modifications or waivers of any condition of this agreement shall be in writing and signed by the appropriate parties.

24. SURVIVAL: All warranties, representations, covenants, obligations and agreements contained in or arising out of this Agreement shall survive the Closing and the transfer and conveyance of the Property hereunder and any and all performance hereunder. All warranties and representations shall be effective regardless of any investigations made or which could have been made.

BUYER:

THE CITY OF SHORELINE

Dated: 5/8/07

Option and Purchase and Sale Agreement -4

Buyer [Signature] / Seller [Signature]

By: Robert Olander
Robert Olander, City Manager

Approved as to form:

Ian R. Sievers
Ian R. Sievers, City Attorney

On this date 5-18-2007, I/we hereby approve and accept the sale set forth in the above agreement and agree to carry out all the terms thereof on the part of the Seller. I/we further acknowledge receipt of a true copy of this agreement signed by both parties.

SELLER



A true copy of the foregoing agreement signed by Seller is hereby received on

_____, 2005. _____
Buyer

Option and Purchase and Sale Agreement -5

Buyer ES / Seller _____

PROMISSORY NOTE

\$20,000.00

Dated: May 8, 2007

Shorcline, Washington

FOR VALUE RECEIVED, the undersigned, CITY OF SHORELINE ("Maker"), hereby promises to pay to the order of PACIFIC NORTHWEST TITLE COMPANY OF WASHINGTON, INC. ("Holder"), 215 Columbia Street, Seattle, Washington 98104-1511, for the benefit of THE CITY OF SEATTLE ("Seller"), the principal sum of TWENTY THOUSAND DOLLARS (\$20,000.00), payable in accordance with that certain Option and Real Estate Purchase and Sale Agreement (the "Agreement"), between Maker, as Buyer, and Seller.

Maker promises to pay all costs, expenses and attorney's fees incurred by Holder in the exercise of any remedy (with or without litigation) under this Note in any proceeding for the collection of the debt evidenced by this Note, or in any litigation or controversy arising from or connected with this Note.

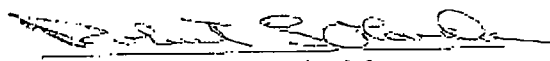
Delay in exercising any of the Holder's rights or options hereunder shall not constitute a waiver thereof, and waiver of any right or option shall not constitute a waiver of the right to exercise the same in the event of any subsequent default.

This Note shall be construed according to the laws of the State of Washington and pursuant to the terms and conditions of the Agreement.

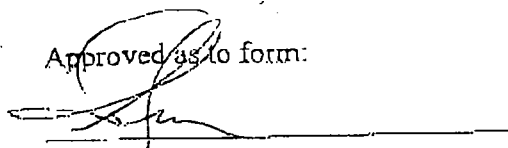
Time is of the essence of this Note and each and every term and provision hereof.

MAKER:

CITY OF SHORELINE


Robert L. Olander, City Manager

Approved as to form:


Ian Sievers, City Attorney

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Motion to Authorize City Manager to Execute Interlocal Agreement with the Department of Corrections
DEPARTMENT:	City Attorney's Office
PRESENTED BY:	Flannary P. Collins, Assistant City Attorney

PROBLEM/ISSUE STATEMENT:

The Department of Corrections and the City of Shoreline entered into a Letter of Agreement in 1997 to provide office space for two (2) Community Corrections Officers at the Shoreline Police Department. The Department of Corrections has indicated to the City that they wish to replace this Letter of Agreement with an Interlocal Agreement due to recent changes in the Interlocal Cooperation Act, RCW 39.34.

ANALYSIS:

The DOC, responsible for all felony offenders in Washington, administers criminal sanctions of the courts and correctional programs. In order to facilitate the DOC's presence in Shoreline, the City of Shoreline and the Department of Corrections entered into a Letter of Agreement ("LOA") in 1997 whereby the City agreed to provide office space for two (2) Community Corrections Officers, use of the bathroom for collection of urine samples, and use of the fax and copy machines. The DOC uses the space to manage offenders under their supervision.

The DOC recently sent to the City an Interlocal Agreement to replace the 1997 Letter of Agreement. The DOC indicated they need an updated agreement stating the purpose and the mutual benefit and citing the RCW, and they need to post the updated agreement on their website, as required by the Interlocal Cooperation Act, RCW 39.34. As stated by the DOC, the purpose of this Interlocal is to "allow Department to place Community Corrections Officers ("CCO's") at the premises," mutually benefiting both the DOC and the Shoreline police through "joint operations covering events, holidays, and home/field contact; immediate response regarding felons under Department supervision; joint involvement in community projects; and information sharing, such as information on wanted persons and on-going community concerns."

The basic terms of the Interlocal Agreement match those in the 1997 LOA, except that only one (1) CCO will be present at the Department rather than two (2). The Agreement is effective upon execution and will continue until July 31, 2009. The Agreement may be extended for two (2) additional one-year periods.

RECOMMENDATION

Staff recommends that Council authorized the City Manager to execute the Interlocal Agreement with the Department of Corrections.

Approved By: City Manager  City Attorney ____

ATTACHMENTS

Attachment A: Interlocal Agreement with the Department of Corrections
Attachment B: 1997 Letter of Agreement



This Interlocal Agreement ("Agreement") is made by the state of Washington, Department of Corrections, hereinafter referred to as Department, and the Shoreline Police Department, hereinafter referred to as Agency.

WHEREAS, RCW Chapter 39.34 (Interlocal Cooperation Act) permits state agencies and local Governments to make the most efficient use of their powers by authorizing them to enter into Agreements with each other, in order to provide services and facilities in a manner best serving the needs and development of their local communities: and

WHEREAS, the purpose of this Agreement is to allow Department to place Community Corrections Officers ("CCO's") at the premises owned/operated by Agency located at 1206 N 185th St., Shoreline, WA 98133-4020("Premises").

NOW THEREFORE, in consideration of the terms and conditions contained herein, Department and Agency agree as follows:

1. **Agency Responsibilities:** Agency shall provide:
 - A. Office space for 1 CCO at Premises. Premises will be accessible to the CCO seven days a week, twenty-four hours per day.
 - B. A mail box slot at Premises to which CCO has access.
 - C. Janitorial service for the office space.
 - D. Use of the fax machine and copier.
2. **Department Responsibilities:** Department shall:
 - A. Keep the office space clean
 - B. Wear Department identification at all times when within the building.
 - C. Escort visitors at all times while within the building.
 - D. Provide operational supplies needed by the CCO.
 - E. Maintain a log sheet of visitors on which they must sign in and out.
 - F. Park all vehicles in the back of the building.
 - G. Arrest its offenders unless prior arrangements have been made with the on-duty Sergeant. Department will transport to the local county jail, except in cases of extreme emergency.
3. **Mutual benefits:** This Agreement improves both parties ability to carry out public safety responsibilities through:
 - A. Joint Operations covering events, holidays, and home/field contact.
 - B. Immediate response regarding felons under Department supervision.
 - C. Joint involvement in Community groups.
 - D. Information sharing, such as information on wanted persons and on-going community concerns.

4. **Access to information:**
- A. Access to all Department computer systems and files are restricted to the CCO. Department will follow its policy for dissemination of any information from its computer systems and files.
 - B. Access to all Agency computer systems and files are restricted to Agency personnel unless trained and authorized. The Agency will follow its policy and applicable law concerning dissemination of all Agency information.
5. **Term:** This agreement shall take effect upon execution and shall continue until August 30, 2009. This Contract Agreement may be extended by mutual agreement of the parties for two (2) additional one-year periods or portions thereof. Any such extension shall be evidenced by a properly completed written amendment to this Agreement. Either party may terminate this Agreement by giving thirty (30) days written notice to the other.
6. **Hold Harmless:** Each party to this Agreement shall be responsible for its own acts and/or omissions and those of its officers, employees, and volunteers. No party to this Agreement shall be responsible for the acts and/or omissions of entities or individuals not a party to this Agreement.
7. **Contact Persons:** The parties stipulate that the following persons shall be the contact person for their respective jurisdiction.
- A. Nicole Zerbato, Community Corrections Supervisor, Department of Corrections, 9620 Stone Ave. N, Suite 102, Seattle, WA 98103, (206) 729-3394, nazerbato@doc1.wa.gov.
 - B. Tony Burt, Chief of Police, Shoreline Police Department, 1206 N 185th St., Shoreline, WA 98133-4020, (206) 296-3311, tburt@ci.shoreline.wa.us.
8. **Nothing herein shall require or be interpreted to:**
- A. Waive any defense arising out of RCW Title 51.
 - B. Limit or restrict the ability of either entity or employee or legal counsel for either entity or employee to exercise any right, defense or remedy which a party to a lawsuit may have with respect to claims for third parties, including, but not limited to, any good faith attempts to seek dismissal of legal claims against a party by any proper means allowed under the civil rules in either state or federal court.
9. **General Provisions:**
- A. Entire Agreement. This Agreement contains all of the terms with respect to any matter covered or mentioned in this Agreement.
 - B. Modification. No provision of this Agreement may be modified except by written agreement signed by the Parties.
 - C. Successors. This Agreement shall be binding upon the Parties' successors in interest, heirs, and assigns.
 - D. Severability. Any provision of this Agreement which is declared invalid or illegal shall in no way affect or invalidate any other provision.
 - E. Default. In the event that either of the Parties defaults on the performance of any terms of this Agreement or either party places the enforcement of this Agreement in the hands of an attorney, or files a lawsuit, each Party shall pay all its own attorneys' fees, costs and expenses.

- F. Venue. The venue for any dispute related to this Agreement shall be Thurston County, Washington.
- G. Waiver. Failure of the Agency to declare any breach or default immediately upon the occurrence thereof, or delay in taking any action in connection with, shall not waive such breach or default. Time is of the essence of this Agreement and each and all of its provisions in which performance is a factor.
- H. Performance. Time is of the essence of this Agreement and each and all of its provisions in which performance is a factor.

10. **Governance:** This Agreement is entered into pursuant to and under the authority granted by the laws of the state of Washington and any applicable federal laws. The provisions of this Agreement shall be construed to conform to those laws.

In the event of an inconsistency in the terms of this Agreement, or between its terms and any applicable statute or rule, the inconsistency shall be resolved by giving precedence in the following order:

- A. Applicable state and federal statutes and rules;
- B. Statement of work; and
- C. Any other provisions of the Agreement, including materials incorporated by reference.

THIS Interlocal Agreement, consisting of three (3) pages, is executed by the persons signing below who warrant that they have the authority to execute the Agreement.

SHORELINE POLICE DEPARTMENT

DEPARTMENT OF CORRECTIONS

(Signature)

Robert L. Olander

(Printed Name)

City Manager

(Title)

(Date)

(Signature)

Gary Banning

(Printed Name)

Contracts Administrator

(Title)

(Date)

Approved as to Form:

This Interlocal Agreement format was approved as to form by Pete Berney, AAG, of the Office of the Attorney General, on December 8, 2006



City of Shoreline

17544 Midvale Avenue North
Shoreline, Washington 98133-4921
(206) 546-1700 FAX (206) 546-2200

May 6, 1997

To: Xandis Phillips, Community Corrections Supervisor
State of Washington, Department of Corrections
Division of Community Corrections
9620 Stone Avenue North, Suite 102
Seattle, WA 98103

From: Robert E. Deis, City Manager
City of Shoreline
17544 Midvale Avenue North
Shoreline, WA 98133

RE: Letter of Agreement, Shoreline Co-Location

Tuesday, March 25, 1997, Chief David L. Walker of the Shoreline Police Department and Xandis Phillips, CCS, discussed this Letter of Agreement.

The City of Shoreline and the Department of Corrections agree to the following:

The City of Shoreline will:

1. Provide office space for two (2) Community Corrections Officers at 1806 North 185th Street, Seattle, Washington. The office space is 142.5 square feet and is available to Corrections seven (7) days a week, twenty-four (24) hours a day. The City shall design and designate the office space as more particularly set forth in remodel blue prints as Office 024.
2. Provide a designated bathroom for the collection of urine samples.
3. Allow Community Corrections Officers to use the fax and copy machines. The Department of Corrections will provide for their paper product use.
4. Provide access entry codes and keys to the Community Corrections Officers.
5. Allow the Department of Corrections to install dedicated phone lines for laptop computers and connection to incoming phone lines. The Department shall bear all costs related to the installation and operations of such lines.

6. Provide janitorial service.

Department of Corrections will:

1. Pay up to \$1,500.00 to the City of Shoreline for remodeling of the Community Corrections Officer space.
2. Keep the office clean.
3. Staff the office with two (2) CCO's; their hours and days may vary within the twenty-four (24) hours, seven (7) day week period.
4. Wear Department of Correction identification while in the building.
5. Maintain a log sheet of anyone who comes into the office and they will be required to sign in and out, except for assigned Community Corrections Officers.
6. Schedule offenders so only two offenders are in the office at one time.
7. All Department of Corrections offenders will be escorted at all times by the Community Correction Officers while in the building.
8. Park vehicles in the back (northeast) of the building.
9. The Department of Corrections will arrest their own offenders unless prior arrangements have been made with the on-duty, Shoreline sergeant. Community Corrections Officers will transport to the local county jail, except in cases of extreme emergency.

Any concerns or problems will be handled between the Shoreline Chief of Police and the supervisor of the Northgate Department of Corrections Office.

All Department of Corrections computer and Offender Bases Tracking System access is restricted and will only be used by Department of Corrections staff. All Department of Corrections information will be disseminated per policy.

All Police Department computer systems and files will be restricted and will only be used by designated police personnel. All police information will be disseminated per policy.

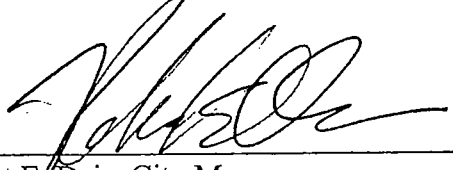
The City of Shoreline recognizes that the Department of Corrections cannot act as agents of the City and the Department of Corrections cannot depend on the City to do what are Department of Corrections responsibilities.

Either party may terminate this agreement by giving thirty (3) days written notice.

May 6, 1997
Letter of Agreement
Page Three

Agreement to Hold Harmless, Indemnify and Defend

The State of Washington and the Department of Corrections will protect, defend, indemnify, and save harmless the City of Shoreline, its elected and appointed officers, employees, and agents from any and all costs, claims, judgments, or awards of damages, arising out of or in any way resulting from the negligent acts or omissions of the Department of Corrections, its officers, employees, or agents. The Department of Corrections agrees that its obligations under this provision extend to any claim, demand or cause of action brought by or on behalf of any employees of the Department of Corrections, against the City of Shoreline, and includes any judgment, award, and cost arising therefrom including attorneys fees.



Robert E. Deis, City Manager

05/12/97

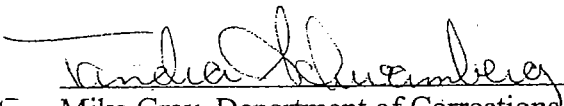
Date

Approved as per form:


Bruce Disend, City Attorney

5/9/97

Date



for Mike Gray, Department of Corrections

6/19/97

Date

JEG 5/19/97

cc: Mr. Bruce Disend, City Attorney
Mr. Doug Mattoon, Director of Public Works
Captain David L. Walker, Chief of Police Services

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Motion to Authorize the City Manager to Execute: 1) a Construction Contract Change Order with Precision Earthworks, Inc.; and 2) a Construction Management Contract Supplement with W & H Pacific, for the 2007 Sidewalk Priority Route – Dayton Avenue N
DEPARTMENT:	Public Works
PRESENTED BY:	Mark Relph, Public Works Director Tricia Juhnke, Capital Projects Administrator Jon Jordan, Capital Projects Manager

BACKGROUND

In 2005 the Council funded the Sidewalk Priority Program to improve and enhance pedestrian facilities based on the Priority Routes identified in the Transportation Master Plan. In 2006, pedestrian improvements were made along three sections of roadway. On May 2 and 10, 2007 contracts were advertised for Dayton Avenue N and Fremont Avenue N, and 25th Avenue NE, respectively. No bids were received for Dayton Avenue N or Fremont Avenue N. Two bids were received for 25th Avenue NE. On June 4th the Council authorized a construction contract with Precision Earthworks, Inc., for construction of the 25th Avenue NE project. On June 11, 2007 the Council authorized a construction management agreement with W & H Pacific for the 2007 Sidewalk Priority Route – 25th Avenue NE.

PROBLEM/ISSUE STATEMENT:

When no bids are received for a formally advertised project, the City is authorized by law to directly contract the advertised work. Since no bids were received for the Dayton Avenue N or Fremont Avenue N projects, staff proposes to contract the Dayton Avenue N project with Precision Earthworks, Inc., via a change order to the 25th Avenue NE contract. This arrangement will add value and efficiencies by administering the same contract and contractor.

Staff is requesting that Council authorize the City Manager to: 1) execute a construction contract change order with Precision Earthworks, Inc., in the amount of \$298,960, to perform sidewalk improvements on Dayton Avenue N; and 2) execute a construction management agreement supplement with W & H Pacific, in an amount not to exceed \$50,000, for services related to the Dayton Avenue N project.

The estimated total construction cost for the 25th Avenue NE and Dayton Avenue N projects is shown in the table below. The engineers estimate for Dayton Avenue N was \$257,000.

Project	Award/Change Order Amount	Construction Related Costs*	Estimated Total Construction Cost
25 th Avenue NE	\$274,738	\$65,436	\$340,173
Dayton Avenue N	\$ 298,960	\$73,121	\$372,082
Both Projects	\$ 573,698	\$138,557	\$712,255

* includes contingency, construction management (inspection and administration), construction engineering, staff time, material testing, and 1% for the arts

FINANCIAL IMPACT: The adjusted 2007 budget is \$943,979 from the Roads Capital Fund. The present amount available for the construction phase is \$803,379. Awarding the contract change order and the construction management agreement supplement for the Dayton Avenue N sidewalk project will leave an estimated \$91,124 remaining in the 2007 budget. 2007 funds are already allocated to begin design of 2008 routes so the remaining funds may be utilized for construction of Fremont Avenue N and possibly Ashworth Avenue N in 2008.

RECOMMENDATION

Staff recommends the Council Authorize the City Manager to execute a construction contract change order with Precision Earthworks, Inc. in the amount of \$298,960, and a construction management agreement supplement with W&H Pacific, not to exceed \$50,000, for the 2007 Sidewalk Priority Route – Dayton Avenue N.

Approved By: City Manager  City Attorney _____

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Amendment to MacLeod Reckord Design Contract for North Central Segment of the Interurban Trail.

DEPARTMENT: Public Works

PRESENTED BY: Tricia Juhnke, Capital Projects Administrator
Dave Buchan, Capital Projects Manager

PROBLEM/ISSUE STATEMENT:

The purpose of this report is seek approval of an amendment to the design and engineering contract with MacLeod Reckord Landscape Architects for the completion of the North Central segment of the Interurban Trail.

The MacLeod Reckord contract for design of the North Central segment of the Interurban Trail has been previously amended under the City Manager's authority to accommodate minor changes resulting from Seattle City Light's requirements.

This contract amendment is proposed in the amount of \$29,850 and requires Council approval as this amendment exceeds the City Manager authority for approval of amendments. This amendment will facilitate final design details and construction oversight of the North Central segment of the Interurban, including the following items:

- As an outgrowth of our public outreach efforts for this project, it was determined that the City should mitigate the impacts of trail construction on those homeowners most affected by construction activity. This amendment provides for additional landscape architectural services for landscaping and fencing improvements for selected property owners along Midvale Avenue North between N 189th and N 191st Streets.
- Additional engineering design for storm drainage at several locations along the trail. These changes were made to satisfy additional requirements from Seattle City Light before the project was put out to bid.
- Additional oversight and support during construction of the project.

FINANCIAL IMPACT:

The total project budget for the North Central Segment of the Interurban Trail is \$2,960,875. The following chart provides a big picture breakdown of the project's financial status.

Project Phase	Amount	Status
Planning/Design	\$800,621	Complete
Real Estate Acquisition	\$135,612	Complete

Construction	\$2,024,642	Underway
Total	\$2,960,875	
Revenue	Amount	Status
King County Parks Grant	\$129,533	Obligated
Interagency for Outdoor Recreation (IAC)	\$1,215,000	Obligated
Partner Contributions	\$100,556	Secured
Roads Capital Fund	\$1,515,786	Secured
Total	\$2,960,875	

Specific to the planning/design phase of the project the following table shows current expenditures.

Planning/Design	Expenditures
Consultant	\$530,574
Staff	\$203,492
Other misc. items	\$69,653
Total	\$803,719

Some of the design costs included in this table and the proposed amendment are for support of construction related activities by both the design consultant and staff. This includes the proposed amendment for McCleod Reckord Landscape Architects.

To date total project expenditures have been \$2,151,647, leaving a project balance of \$809,228. Of that amount, \$439,548 is encumbered for construction activity and roughly \$370,000 remains as a project balance which is earmarked as follows:

Item	Estimated cost
New signal at N 185 th and Midvale Avenue North	\$140,000
Landscape, fencing and other modest improvements to mitigate the impact of the new trail on selected home sites.	\$90,000
Construction related changes along trail corridor	\$85,000
MacLeod Reckord Amendment #8	\$30,000
Total	\$345,000

There is adequate funding within the current authorization for the proposed amendment #8 with MacLeod Reckord Landscape Architects.

RECOMMENDATION:

Staff recommends that Council authorize the City Manager to execute the amendment to the MacLeod Reckord Landscape Architects contract in the amount of \$29,850 for final design of the North Central segment of the Interurban Trail. The new contract total with this amendment is \$561,479.

Approved By: City Manager *Jm* City Attorney *RPC*

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Aurora Corridor Improvement Project (N 165 th to N 205 th Street)- Preferred Alternative Selection and Adoption of the Implementation Strategies
DEPARTMENT:	Public Works
PRESENTED BY:	Kirk McKinley, Aurora Corridor Project Manager Kris Overleese, PE, Capital Projects Manager

PROBLEM/ISSUE STATEMENT:

The environmental analysis of the three project alternatives for the Aurora Corridor Improvement Project (N 165th to N 205th Street) has been drafted and submitted to the State for review. The analysis identified project impacts to parking, buildings, traffic, noise, air, cultural resources, economic impacts, etc. From these findings, and with extensive consultations with the public and business and property owners, staff developed a draft recommended flexible alternative. This flexible alternative has been shared with the community at the June 20, 2007 project Open House and staff has recently met with approximately 23 property/business owners to review the alternative. The Aurora Business and Community Team (ABC Team), the Shoreline Chamber of Commerce, Vision Aurora, Pro Shoreline, and the Planning Commission representatives on the ABC Team endorse the flexible alternative and project Implementation Strategies (See Attachment A for letters). On July 16, 2007 Council held a public hearing to take community testimony for all of the alternatives under consideration and the Implementation Strategies.

This evening Council is requested to 1) adopt the Flexible/Hybrid Alternative as the "Preferred Alternative" to complete the environmental analysis and 2) adopt the updated Implementation Strategies (formerly the 32 Points). Please see Attachment B, Resolution 263 (note: Exhibit B to resolution 263 is the Draft Recommended Alternative roll plot and is not physically included with this report). Following selection of the preferred alternative, staff will complete the environmental analysis by the end of the year. FHWA (Federal Highways Administration) and WSDOT (Washington State Department of Transportation) will be consulted to determine the appropriate level of NEPA (National Environmental Policy Act) environmental analysis to be completed. It is anticipated that another public meeting would be held this fall to discuss the analysis.

BACKGROUND:

The City has been working on the Aurora Corridor Improvement Project since 1998 when it started the project pre-design study. In 1999 the City endorsed the design concept and adopted the 32 Points (strategies to guide design and construction). In July of 2005, construction began on the segment from N 145th to N 165th Street and is now substantially complete.

In 2006, staff began development of the alternatives to complete the project from N 165th to N 205th Street. Staff worked with the Aurora Business Team to develop Alternative A, and staff and consultants developed Alternatives B, and C. All three project alternatives were then analyzed in environmental reports, instead of picking a preferred alternative to analyze up front. This process led to the community scoping meetings on November 30, 2007 and December 6, 2007 to review the three project alternatives. The scoping period that ended on January 16, 2007 resulted in over 200 comment letters from the community and over 1,000 comments.

A broad based 23 member Aurora Business and Community (ABC) Team was appointed to assist in the environmental review. This team met 11 times to review the methodology for environmental analysis of the three alternatives and the “do nothing” option. With the preliminary environmental analysis complete, staff developed a draft recommended flexible alternative and updated Implementation Strategies that have been shared with Aurora business/property owners and the community at the June 20, 2007 Open House.

ALTERNATIVES:

The preliminary environmental analysis by the consultant Jones & Stokes, reviewed all three build alternatives and “do nothing” for the following disciplines: air, water quality, noise, environmental justice, geology, utilities, cultural resources, economic impacts, hazardous materials, transportation, visual quality, wetlands, and lands use plans/policies.

Common design elements of all three build alternatives include: undergrounding of utilities, new illumination system, 7 foot sidewalks, two general purpose traffic lanes in each direction, one Business Access Traffic (BAT) lane in each direction, proposed new signals at N 182nd and N 196th/Firlands, intersection improvements, and new curb ramps.

No Build Alternative: The corridor receives no capital investment other than general street maintenance or frontage improvements required with new development.

Alternative A: The base cross section of this alternative is 98 feet including 7 foot sidewalks and no amenity zone. The median is four feet narrower than alternatives B and C. An additional three feet behind the sidewalks would be needed in several locations for utilities and a four-foot bump out would be required where there are left turns to maintain the 52' turning radius required for u-turns. Landscaping would be included in the median (Attachment C).

Alternatives B and C: The base cross section for these alternatives is 110 feet. They include a 7 foot sidewalk and a four foot utility/amenity zone. The median is 16 feet wide and no bump outs are needed for u-turns. Where additional right of way is required: Alternative B shows acquisition of property to the east and Alternative C shows acquisition to the west (Attachments D and E). The median and amenity zone provide for natural stormwater system concept implementation.

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

FUNDING:

Funding is included in the adopted Capital Improvement Program for the Aurora Corridor Improvement Project (N 165th to N 205th Street). Currently the City has secured funding commitments for approximately one half (or 1 mile) of the total project, and is actively pursuing funding from State, federal, and regional (RTID) agencies for the balance. Staff will be providing Council a more detailed report on funding and construction phasing options within the next two months. The total cost estimate (inflated) for the next two miles is \$93 million dollars. The project costs are broken down in more detail in the body of the report.

RECOMMENDATION

Staff recommends that Council adopt Resolution 263.

Approved By: City Manager  City Attorney ____

INTRODUCTION

The community has been working on the Aurora Corridor Improvement Project since 1998. Completing the Aurora Corridor Improvement Project is currently Council Goal #4. The first mile (N 145th to N 165th Street) is substantially complete and staff has been working over the past year to develop and perform preliminary analysis on three project alternatives. With the preliminary analysis complete, and after having received significant feedback from the community, staff has developed a draft recommended flexible alternative. Once a preferred alternative is selected, the environmental analysis will then be completed on the preferred alternative.

The purpose of the environmental analysis is to evaluate the proposed project and to determine if the project has negative impacts. If there are determined to be impacts, then the environmental analysis proposes ways to minimize and mitigate impacts. A project may have negative impacts and still be chosen. The environmental analysis is about full disclosure to the community and decision makers. Positive impacts and project cost are not evaluated in the environmental process though this information is used for the final project decisions.

BACKGROUND

Three project alternatives were created in 2006 for the Aurora Corridor Improvement Project. As mentioned, Alternative A was developed with assistance from the Aurora Business Team. Alternatives B and C were developed by staff. The last formal action Council took on the project was October 16, 2006 when they authorized a contract with Jones & Stokes to complete the environmental analysis and develop natural stormwater systems for the project. At the time of contract award, Council emphasized their interest in including natural stormwater systems in the project.

Two scoping meetings were held on November 30 and December 6, 2006. The formal scoping period to receive comments the environmental analysis was held through January 16, 2007. Over 200 people/groups submitted comments during the scoping period which resulted in over 1,000 individual comments. This information was provided to the technical experts for consideration in completing the environmental analysis.

The 23 member Aurora Business and Community Team, a group of citizens and business owners, met January through June to review the methodology of the environmental analysis disciplines (noise, air, economics, etc). Jones and Stokes has completed their technical analysis of the three alternatives and the “do nothing” alternative. The preliminary results of the environmental analysis provided information for staff to develop a draft recommended flexible alternative.

Natural Stormwater System Concepts: As the project will upgrade the existing stormwater system on Aurora, the post project quality of water will be improved from the project site. However, the City has Council Goal #6 that encourages sustainability. As part of the project, staff has worked with SVR design, Tom Holz and other stormwater professionals to develop natural stormwater system concepts for the project. A stormwater charette was held on March 26 and included Tom Holz, Michael Broilli, Matt Loper of Shoreline Community College, John Lombard of Steward and Associates,

Councilmembers Janet Way and Rich Gustafson, SVR and Jones & Stokes staff as well as City staff.

From this session, and feedback from the ABC Team on natural stormwater system solutions, SVR developed a toolkit of Low Impact Development (LID) concepts (Attachment G). Their toolkit includes: stormwater planter boxes, tree box filters, bioretention swale medians, and porous sidewalks. The project will also include conventional stormwater pipes and catch basins to convey overflow water from the LID treatments and to convey the water that enters Aurora from adjacent properties/businesses. Deep water infiltration in the area is unlikely due to the existing glacial till soils.

Ordinance 326: In July of 2003, Council adopted this ordinance to provide assurance to property owners in the vicinity of N 172nd Street to N 188th Street of where the future Aurora right of way lines would be. Because Seattle City Light property is adjacent to Aurora from approximately 180th Street to N 188th Street on the east side, it was assumed that needed right of way could be acquired from Seattle City Light. During the scoping period, Seattle City Light sent in a formal letter stating that all project alternatives should not utilize their right of way. Therefore, in January of 2007, Alternative C was modified to show all needed right of way acquired on the west side. Shoreline and Seattle City Light (SCL) staff has been working closely to resolve these right of way issues. The City has hired an electrical transmission engineering company, HDR, to evaluate SCL's needs and propose line configurations to meet SCL's future transmission needs. Though SCL has not yet agreed to the elements of the study, the City and SCL have agreed to work out the right of way needs for both agencies.

Cultural Resources: Several properties within the project limits have been identified as eligible for the natural historic register by the City's cultural resources consultant, Western Shore Heritage Services: The Auto Cabins (17203 Aurora), The North Trunk (Brick) Road, The Erickson House (19502 Aurora), and the Echo Lake Tavern (19508 Aurora). The cultural resources analysis indicates that all of the build alternatives have potential impacts on the North Trunk Road that can be mitigated. None of the other eligible resources would be impacted by any of the build alternatives.

New Traffic Signals: The State is currently reviewing the City analysis supporting new signals at N 182nd and Firlands Way (approximately N 196th Street). If signals are not approved at these locations, the N 182nd intersection would operate as right/left onto N 182nd and right out onto Aurora only from N 182nd. If the signal at Firlands Way is not approved, the project will not add the connection to the east to Echo Lake Place and N 195th Street will remain open operating the same way as N 182nd (right/left onto N 195th and right out only onto Aurora Avenue N).

ALTERNATIVES ANALYSIS

With the preliminary environmental analysis completed (Attachment H) by Jones & Stokes, and the development of the draft recommended flexible alternative, an Evaluation Matrix has been developed (Attachment I) to compare "do nothing" with build Alternatives A, B and C and the newly created Draft Recommended Flexible Alternative.

The opportunities and challenges of each are discussed below:

Do nothing – this option does not address the project roadway capacity needs, improve transit, improve driver and pedestrian safety, implement LID stormwater concepts, improve aesthetics or enhance economic potential of the corridor. The do nothing option, however, is the least expensive and has the least impacts on adjacent property/business owners.

Common Amongst A, B, C and Draft Recommended Alternatives – All build alternatives provide a high level of improvement to roadway capacity through intersection improvements and signal timing. They all add the BAT lanes and signal improvements for upgraded transit mobility. All build alternatives provide a high level of improved vehicle safety and enhanced economic potential. All alternatives have the same configuration for left/u-turn pockets. Left and u-turn opportunities are offered an average of every 300 feet. Approximately 23 businesses have no direct left turn access, but six businesses would have direct left turns that currently don't have them.

Western Shore Heritage Services' analysis of cultural resources shows that all build alternatives have mitigatable impacts to the North Trunk Road. None of the build alternatives impact the other eligible resources. Staff is currently waiting for the State's feedback on this analysis.

Alternative A – Due to its slightly narrower cross section, Alternative A requires the least property acquisition which lessens the impact to adjacent property owners. Alternative is the lowest cost of all build alternatives. As there is no amenity zone and a narrower median, there is less opportunity for utilization of LID stormwater concepts and less opportunity for planting vegetation. Alternative A also has the lowest opportunity for improving aesthetics given it has less room for vegetation. The lack of an amenity zone also makes Alternative A less safe for pedestrians as there is no separation between the sidewalk and BAT lane. Alternative A is in keeping with Ordinance 326.

Alternative B – Alternatives B provides stormwater LID opportunities due to the amenity zone and wider median. It is in keeping with Ordinance 326 because it widens to the east, but requires purchase of more right of way and thus has more property/business owner impacts. Alternative B scores high in all other categories.

Alternative C – Alternative C scores high in all categories but for property take. The most property would be acquired under this alternative and therefore it is the most costly of all alternatives. There are the most parking and building impacts under alternative C. Alternative C is not consistent with Ordinance 326 as it widens to the west.

Draft Recommended Flexible Alternative – This alternative has not been formally analyzed in the preliminary environmental analysis phase of the project. However, as it fits within the footprint of the project, its relative opportunities, impacts, and challenges are known. This recommended alternative ranks high in all categories. The key to this alternative is that it includes the flexibility to narrow the width of the sidewalk, amenity zone, and median to minimize impacts to business parking, buildings, and business operation. Due to this flexibility: LID concepts can be utilized, property takes (impacts)

are lessened, pedestrians are separated from the BAT lane, and aesthetics are improved.

This alternative balances the property required between east and west in the vicinity of Seattle City Light. Should Council adopt the draft recommended flexible alternative as the preferred alternative (for environmental review), they would also be providing needed direction as amendments updating the Comprehensive Plan for the Central Shoreline Subarea are drafted. That task is already on the adopted work program for fall of this year and will incorporate the Council's policy preference for the design of Aurora, for example by deleting extraneous or obsolete policies, such as Appendix 5.

This alternative is relatively lower in cost than Alternative C and more in keeping with Alternative B.

Implementation Strategies (formerly 32 Points) – The 32 Points were principles for the first mile of Aurora that guided design and construction. This tool provided project flexibility and direction to minimize impacts to property/business owners. This document has been reviewed and discussed by the ABC Team. ABC Team members had excellent suggestions that have been incorporated into a new document titled the Implementation Strategies (Attachment J). For comparison purposes, the updated points are in the right column and the original 32 Points are in the left column.

The implementation strategies recommend project flexibility, recommend that the City pay for business/utility hook ups, make recommendations for construction mitigation, and address the LID stormwater toolkit. The Implementation Strategies would apply to any preferred Alternative chosen by Council.

STAKEHOLDERS

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

City Planning Direct Joe Tovar is the City's State Environmental Policy Act (SEPA) official for the project. As the City has federal funds for the project, the Federal Highways Administration (FHWA) is the lead National Environmental Policy Act (NEPA) agency. The Washington State Department of Transportation is our liaison to FHWA. Ultimately, FHWA will approve the NEPA documentation for the project (end of the year) and the City's SEPA Official will approve the SEPA documentation.

FUNDING

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

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

Alternati ve	Right-of- way	Construction with Contingency	Design and Construction Management	Total
A	\$12.9M	\$44.8M	\$9.7M	\$67.7M
B	\$14.9M	\$46.6M	\$10.2M	\$71.8M
C	\$16.6	\$47.6M	\$10.4M	\$74.7M
Flexible	\$14.1M	\$45.8M	\$10M	\$70.1M

The city currently has secured funding for the next two miles of \$42.3 million, of which \$31.9 million is from grants or from partner agency participation. The City is actively pursuing funding from several sources including Federal Transit Administration, Transportation Improvement Board, and other grant programs, as well as earmarks at the Federal level. In addition the Regional Transit Investment District package includes \$40 million for the Aurora 165th to 205th project. This will be on the November 2007 ballot. The utility costs for Seattle City Light, Seattle Public Utilities, and Ronald Wastewater are separate projects within the Capital Improvement Program.

NEXT STEPS / SCHEDULE

Following selection of the preferred alternative, staff will complete the environmental analysis by the end of the year. FHWA and WSDOT will be consulted to determine the appropriate level of NEPA environmental analysis to be completed. It is anticipated that another public meeting would be held this fall to discuss the analysis.

Once Council has selected a preferred alternative, staff will ask that Council award the design contract to KPG in August so we may complete the design. At this time, staff is

working to hire a property acquisition team and anticipate asking Council to award the contract this fall. By the end of the year it is anticipated that Council will be requested to approve the Right of Way Acquisition Manual and authorize staff to acquire property. Formal right of way acquisition is anticipated to begin early in 2008 with construction starting in 2009.

RECOMMENDATION

Staff recommends that Council adopt Resolution 263.

ATTACHMENTS

- Attachment A: Letters from the ABC Team, Shoreline Chamber of Commerce, Vision Aurora, Pro Shoreline, and the Planning Commission Representatives on the ABC Team
- Attachment B: Resolution 263
- Attachment C: Alternative A
- Attachment D: Alternative B
- Attachment E: Alternative C
- Attachment F: Draft Recommended Flexible Alternative
- Attachment G: Low Impact Development Toolkit
- Attachment H: Preliminary Summary of Potential Effects and Mitigation
- Attachment I: Evaluation Matrix
- Attachment J: Implementation Strategies

Date: June 28, 2007
To: City Manager Bob Olander
From: Aurora Business and Community Team
Re: Comments on the Aurora 165th – 205th Project

We want to thank you and the City Council for the opportunity to assist in developing the design of the next two miles of Aurora. You appointed us to this committee in December, 2006, with the charge of ensuring that the environmental process for Aurora, 165th to 205th was fair, transparent and thorough. We have met eleven times, and have discussed methodology of all elements of the environmental documents, the "32 Points", reviewed construction strategies, as well as all of the alternatives. We want the public, the Council and you to know, that we feel the process to develop the environmental reports achieved the objectives of being fair, transparent, and thorough, and followed objective analysis based on the best information available.

At our last regularly scheduled team meeting on May 9, 2007, you asked us to extend our service and charge in order to provide feedback on the draft recommended alternative and on the Implementation Strategies (formerly known as the "32 Points"). We accepted this expanded role, and have met three times since to review the Implementation Strategies, the Draft Recommended Alternative, and input from the June 20th Open House.

The Team would like to offer the following recommendations:

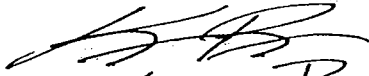
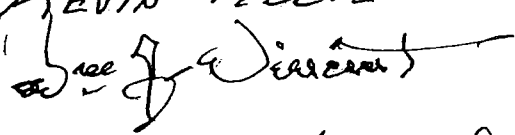
- 1) The team would like to be on record that our review and involvement in the preparing the environmental analysis has been valuable, and we believe the process and approach has been fair, transparent, and scientific. We encourage the Council to take full advantage of the material and information that has been generated as part of this process.
- 2) We support and recommend that the Council adopt the revised Implementation Strategies. These are intended to provide flexibility and to give direction in the design, construction and maintenance of the project. The strategies reflect lessons learned from the Aurora 145th to 165th project, and also include new strategies for stormwater, construction, and economic development.
- 3) We urge the Council to approve the Draft Recommended Flexible Alternative.

We want to thank you, the Mayor, and Council for the opportunity to participate in this very important process, and look forward to the City completing the project in the next few years.

Judith Atkinson


RICK STEPHENS

David W. J. J. J.
Zaitung R. Army


KEVIN REEVE


Larry H. Hesacker

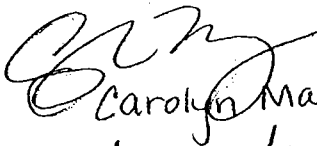

Thomas J. H. H.

Robin McClelland

Donald Ding

Mark Seath

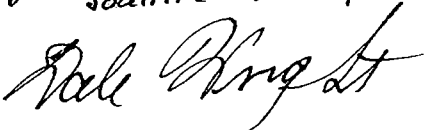
Sam Scott


Carolyn Mayer



ROCKY PIRO

Joanne C. Hargrave
Joanne Hargrave



DALE WRIGHT

Pamela Gust



June 21, 2007

RECEIVED

JUN 27 2007

City Manager's Office

Mr. Bob Olander
City Manager, City of Shoreline
Shoreline City Hall
17544 Midvale Ave. N.
Shoreline, WA 98133-4921

6/28/07
COPY TO
acm
Kirk
Mark
City Council
file

Dear Mr. Olander:

We are writing to notify you of the modification of the Shoreline Chamber of Commerce's previous endorsement of Alternative A for the second phase of the Aurora Avenue Project.

At our last Board of Director's meeting on June 20, 2007, we resolved that the new Hybrid Plan, also referred to as the Flexible Plan, is the best alternative because of its responsiveness to the Shoreline businesses' concerns.

The Shoreline Chamber of Commerce believes it is in the best interest of our community to complete all three miles of the Aurora Avenue Project. We truly appreciate you and your staff's hard work on the Aurora Avenue Project, responsiveness to the concerns of the community and affected businesses regarding the 2nd and 3rd miles of Aurora, and willingness to adopt helpful lessons from the recently completed 1st Mile of the Aurora Avenue Project.

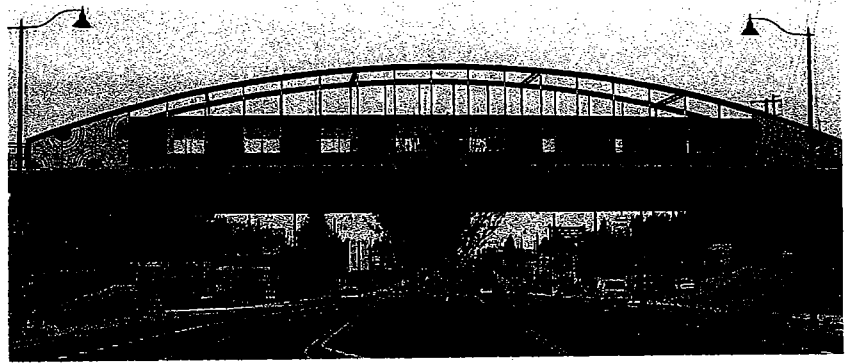
We commend you for the great public processes instituted to ensure a better, community-oriented process. We especially appreciate the Aurora Business and Community Team which included Chamber members and through whom the Chamber was able to participate and contribute positively.

We look forward to continuing to work with you on this exciting endeavor. Please let us know how we may be of help; as we hear of or identify improvements or suggestions from our membership, we will be sure to pass them on to you.

Sincerely,

Judy Smith, Board President
Shoreline Chamber of Commerce

Vision Aurora



Chair
Dale Wright

Steering Committee
Carolyn Ballo
Darlene Feikema
Paulette Gust
Dennis Heller
Mary Jo Heller
Judy Parsons
Don Sands

Address
18546 Burke Ave N
Shoreline, WA 98133

Phone
(206) 542-3759

Email
mail@VisionAurora.com

Website
www.VisionAurora.com

To: Shoreline City Council

July 6, 2007

Vision Aurora represents approximately 1000 people who want the Community's Vision and Goals for Aurora to be achieved in all three miles of the project. We, therefore, would like to comment on the city staff's "Draft Recommended Flexible Alternative" for the Aurora project 165th to 205th.

As you know, the city is currently concluding an environmental review of three alternative designs, which are as follows:

Alternative A – 98' width which would eliminate the 4' amenity zones between the curb of the roadway and the sidewalks, and reduce the width of the Medians.

Alternative B – 110' width which shifts the roadway to the east

Alternative C – 110' width which shifts the roadway to the west.

The City Staff has developed their "Draft Recommended Flexible Alternative" which they will recommend to you for your adoption. The "Draft Recommended Flexible Alternative" is basically Alternative B with the updated "Implementation Strategies". The alternative B is basically the same as the first 1.2 miles and retains all of its design components that are required to achieve the Community's Goals and Vision for the Aurora Corridor. There is continuity of design between the first phase and the last two miles of the project and all three miles will look the same.

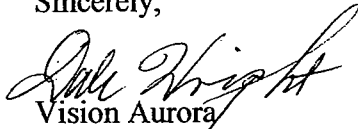
In the first 1.2 mile the city added to the basic project design "32 points" to assure flexibility in the final design and implementation so as to address concerns of businesses while at the same time maintaining the community's vision for the project. The updated "Implementation Strategies" referred to above, is in essence, the 32 points of the first mile with a few changes to respond to different conditions in the last two miles. The variations from the basic design are relatively few in number and consist primarily of eliminating amenity zones for specific properties so as to



prevent the removal of buildings and to retain parking. In addition, some of the updating of the "Implementation Strategies" is to take advantage of new technology in stormwater, construction, and economic development.

We of Vision Aurora have reviewed this in some detail and are of the opinion the city staff's recommended "Draft Recommended Flexible Alternative" will meet our criteria. This design should achieve the Community's Vision and Goals for the Aurora Corridor which is our goal, and basically all three miles will be the same. We, therefore, agree with and support the city staff's "Draft Recommended Flexible Alternative", including the updated "Implementation Strategies", and strongly recommend that you adopt it as the preferred Alternative.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dale Wright".

Vision Aurora
Dale Wright – Chair
18546 Burke No
542-3759

RECEIVED

JUL - 9 2007

City Manager's Office



• COUNCILMEMBER	_____
•	_____
•	_____
• FULL COUNCIL	✓
• CITY MANAGER	✓
• STAFF	Julie
•	Mark
•	Kirk
•	PW
• FILE	_____

FYI

July 8, 2007

Shoreline City Council
17544 Midvale Avenue North
Shoreline, WA 98133-4921

Dear Mayor Ransom and City Councilmembers:

Pro Shoreline is a non-partisan organization consisting of hundreds of individuals committed to working together to ensure that the city of Shoreline remains a great place to live and work, and where residents and businesses are respected and their voices are heard. Our members have told us to work to promote a positive agenda in our city and that they care most about:

Aurora Project

Continue the first phase design north to the city limits leveraging local resources with federal, state and grant funds.

Environment

Conserve, protect and improve our natural resources for an environmentally healthy community that benefits current and future generations.

Economic Development

Build a strong business community to provide needed goods and services to the community as well as creating tax dollars to help lessen the tax burden on residents.

With this in mind, we have reviewed the staff recommendation for completion of the Aurora improvements from 165th to 205th. This project has a long history starting with the "32 points" adopted by city council on August 23, 1999 via Resolution 156 as well as Ordinance 326 adopted on July 14, 2003, which stipulated that the improvements from 172nd to 192nd were to move to the east. In addition, the completed first section has stimulated tremendous business reinvestment.

Pro Shoreline is supportive of the staff recommendation as it is consistent with the completed section of Aurora. As the design is refined, we recommend that staff evaluate the trade off between left turn pockets and planted medians for environmental and safety reasons so that the landscaping/street trees is consistent with the completed portion.

Sincerely,

Scott Jepsen
Chair

July 9, 2007

The Honorable Robert Ransom, Mayor
and City Councilmembers
17544 Midvale Avenue North
Shoreline, Washington 98133-4921

Dear Mayor Ransom and Shoreline City Councilmembers,

As the three planning commissioners who served on the Aurora Business and Community (ABC) Team over the past several months, we would like to take this opportunity to congratulate you, the other members of the City Council, and City Manager Bob Olander for creating this team as part of the environmental review process for the second phase of the Aurora Corridor project. The team represented a very broad range of citizen, neighborhood and business interests in the north central part of our city. Our discussions were very frank, yet cordial and respectful. You can be proud that this process has brought transparency to this very important project, as well as a significant degree of consensus among the different interests and parties represented on the team.

We would especially like to commend city staff, particularly Kris Overleese and Kirk McKinley, for their excellent facilitation skills and for the professionalism with which they ran each and every meeting.

At this time, we would also like to offer some points for you to consider as you work on final design of the segment from 165th Street to 204th Street.

(1) Opportunities for Low Impact Development Treatments

We feel that portions of the next segment of Aurora are ideal for applying low impact development techniques for managing stormwater. Such techniques are more natural, better reduce flood risk, improve overall water quality, and can be more cost effective over time. In particular, such treatments would be appropriate along the Heritage Park portion from 177th to 185th, as well as north of 185th by Sky Nursery. At the ABC team meetings, it was suggested that the City could explore partnering with the nursery along its segment of Aurora to develop prototype rain gardens or similar systems with attractive vegetation. Such prototypes stormwater gardens would be a civic enhancement, as well as a model for community for innovative approaches to managing stormwater.

(2) Identify Subdistricts Along the Remaining Portions of Aurora

There was near consensus among ABC team members that it makes sense to continue the basic overall design for Aurora throughout the entire city. Time and again, we heard that this is probably the most important project the City will consider this century and it needs to be done well. While Aurora serves multiple functions – as our city's *main street*, it is the community's *public living room* and should be designed accordingly.

We would encourage the City Council to consider specific subareas or subdistricts along Aurora, where extra design elements should be incorporated. One such subarea that was mentioned during the team meetings is our evolving civic center from 175th to 185th. This is an area where additional features, such as special sidewalk pavement treatments, additional street furniture, and enhanced landscaping would be especially appropriate.

(3) Enhanced Street Tree Canopy

One of the natural features that sets our urban region apart from others is our historic forest cover. Unfortunately, the central part of the city along the Aurora corridor has been almost completely denuded of trees. Consider the following:

- Landscaping with trees increases property values
- Landscaping with trees stimulate economic development, attracting new business and tourism. Urban districts and neighborhoods with tree canopies are 5 to 10 degrees cooler; near buildings trees can reduce air conditioning and heating needs
- A mature urban tree provides nearly \$300 in environmental and economic benefits each year – because of contributions to maintaining ambient temperatures, stormwater runoff, and controlling air pollution.

(For more detail on each of these points, as well as other benefits, see Attachment titled: *The Value of Trees in Urban Settings*, excerpted from True Urbanism, by Mark Hinshaw.)

We strongly encourage the City Council to work with city staff, neighborhood and community groups, and the business community to identify areas adjacent to Aurora where a more enhanced street canopy can be developed – beyond the preferred overall design. In particular, a multi layered tree canopy can more closely mimicking natural systems which further increases evapo-transpiration opportunities to reduce stormwater runoff, while exercising care in the landscape design to maintain good sight lines for business and safety. Again, key opportunities exist for the segments along Heritage Park, by Sky Nursery, and adjacent to the park-and-ride at 192nd Street. Such landscaping enhancements are a direct, tangible, and immediate way we can honor our commitment as a community to address climate change.

(4) Safety and Flexibility

The staff preferred alternative is a remarkable product and represents tireless dedication on the part of city staff, the community and neighborhoods, and business to craft the best possible recommendation for the next two miles of Aurora. In particular, the willingness to develop flexible solutions at locations that are particularly problematic – such as where buildings go up to the right-of-way – is commendable. However, flexibility regarding elimination of the amenity zone should only be considered in the most difficult locations. Having such a zone to separate the increasing number of pedestrians that will be using Aurora from vehicles is a critical safety feature. That safety zone should be maintained as the norm and exceptions should only be granted where no viable option exists.

(5) Historic Red Bricks

We encourage a creative and flexible approach to reuse of the historic red bricks that are currently located on the east side of Aurora Avenue near 175th Street. Reusing the bricks by incorporating them into features at Heritage Park, the City Hall site, and along the sidewalks adjacent to Aurora and 175th is a reasonable way to continue to mark their historic significance, while providing opportunities for business expansion and redevelopment – especially for the set of bricks south of 175th.

Please contact any of us if you have questions or would like any follow-up on our comments. We look forward to this exciting period of rejuvenation of our core area.

Sincerely,

Michael Broili

Robin McClelland

Rocky Piro

Attachment

*Letter to Mayor Ransom and City Council
submitted by Broili, McClelland, Piro*

9 July 2007

The Value of Trees in Urban Settings

MONETARY VALUE

- One mature tree can have an appraised value of between \$1,000 and \$10,000. (Council of Tree and Landscape Appraisers, www.almanacnews.com)
- Trees can boost the market value of a home by 6 or 7 percent. (Dr. Lowell Ponte, www.arborday.org)
- Landscaping, especially with trees, can increase property values as much as 20 percent. (Management Information Services/ICMA, www.arborday.org)
- Nationwide, trees add an average of \$5,000 in value to a residential lot. (U.S. Forest Service, www.urbanforest.org.)
- The annual benefits outweigh the costs by about \$54 each year for every single tree. (Tree Foundation of Kern, www.urbanforest.org.)
- Trees stimulate economic development, attracting new business and tourism. Commercial retail areas are more attractive to shoppers, apartments rent more quickly, tenants stay longer, and space in a wooded setting is more valuable to sell or rent. (The National Arbor Day Foundation, www.arborday.org)

ENVIRONMENTAL VALUE

- The net cooling effect of a young, healthy tree is equivalent to 10 room-size air conditioners operating 20 hours a day. (U.S. Department of Agriculture, www.arborday.org)

- Trees properly placed around buildings can reduce air conditioning needs by 30 percent and heating needs by 20–50 percent. (U.S. Department of Agriculture Forest Service, www.arborday.org)
- A cypress buffer two feet thick between a yard and a busy street can reduce street noise by five decibels. (Associated Landscape Contractors of America, www.igin.com)
- Properly positioned plant materials can lower heating and cooling costs by as much as 20 percent. (Associated Landscape Contractors of America, www.igin.com)
- Three strategically planted trees can provide shade that will lower cooling costs by 10 to 50 percent. (Tree Foundation of Kern, www.urbanforest.org)
- A “well-treed” neighborhood is 5–10 degrees cooler than a new development. (Tree Foundation of Kern, www.urbanforest.org)
- A single urban tree with a 50-year life span yields about \$273 in environmental and economic benefits each year: air conditioning, \$73 savings; stemming erosion and stormwater runoff, \$75; providing wildlife shelter, \$75; controlling air pollution, \$50. Compounding \$273 for 50 years at 5 percent yields \$57,151 in benefits per urban tree. (Tree Foundation of Kern, www.urbanforest.org)

Attachment

Letter submitted by Broili, McClelland, Piro
9 July 2007

RESOLUTION NO. 263

A RESOLUTION OF THE CITY OF SHORELINE, WASHINGTON, ADOPTING THE DRAFT RECOMMENDED FLEXIBLE ALTERNATIVE AS THE PREFERRED ALTERNATIVE FOR THE AURORA CORRIDOR PROJECT N 165th – 205th, ADOPTING IMPLEMENTATION STRATEGIES FOR THE AURORA CORRIDOR PROJECT N 165TH – 205TH AND DIRECTING STAFF TO PROCEED WITH COMPLETION OF THE ENVIRONMENTAL ANALYSIS

WHEREAS on August 23, 1999 the City Council adopted Resolution No. 156 which provided for 32 specific points to guide the design and implementation of the Aurora Corridor Project; and

WHEREAS staff and the Aurora Business and Community Team have reviewed these 32 points (hereafter “Implementation Strategies”) and identified needed updates to the Implementation Strategies; and

WHEREAS three build alternatives and one do nothing alternative have been developed for the Aurora Corridor Project 165TH – 205TH and preliminary environmental analysis and mitigation measures have been developed for these alternatives; and

WHEREAS public open house meetings were held on November 30, 2006 and December 6, 2006 to review the three build alternatives and a public open house was held June 20, 2007 to review the three build alternatives, the Draft Recommended Flexible Alternative and the Implementation Strategies; and

WHEREAS the Aurora Business and Community Team evaluated and provided input on the three build alternatives, the do nothing alternative, the Draft Recommended Flexible Alternative, and the Implementation Strategies; and

WHEREAS the City conducted a public hearing on July 16, 2007 on the three build alternatives, the Draft Recommended Flexible Alternative, and the updated Implementation Strategies; and

WHEREAS public involvement and review of the project, alternatives, and Strategies has been extensive and adequate to ensure a substantial relationship to the public interest, health, safety and welfare; and

WHEREAS the preliminary environmental analysis addressed a reasonable range of alternatives including a no action alternative that accomplishes the purpose and need for the project; and

WHEREAS in order to implement this project environmental analysis must be completed; and

WHEREAS the updated Implementation Strategies will provide project flexibility; and direction through the design, right of way acquisition and construction phases of the project.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, HEREBY RESOLVE AS FOLLOWS:

- A. Draft Recommended Flexible Alternative Adopted. The Draft Recommended Flexible Alternative, filed with the City Clerk's Office under Clerk's Receiving No. 4393, is adopted as the Preferred Alternative to carry through the environmental process.
- B. Implementation Strategies Updated. The Implementation Strategies, filed with the City Clerk's Office under Clerk's Receiving No. 4394, are updated to guide the design and implementation of the project.
- C. Environmental Review. Council hereby directs staff to proceed with completion of the environmental analysis.

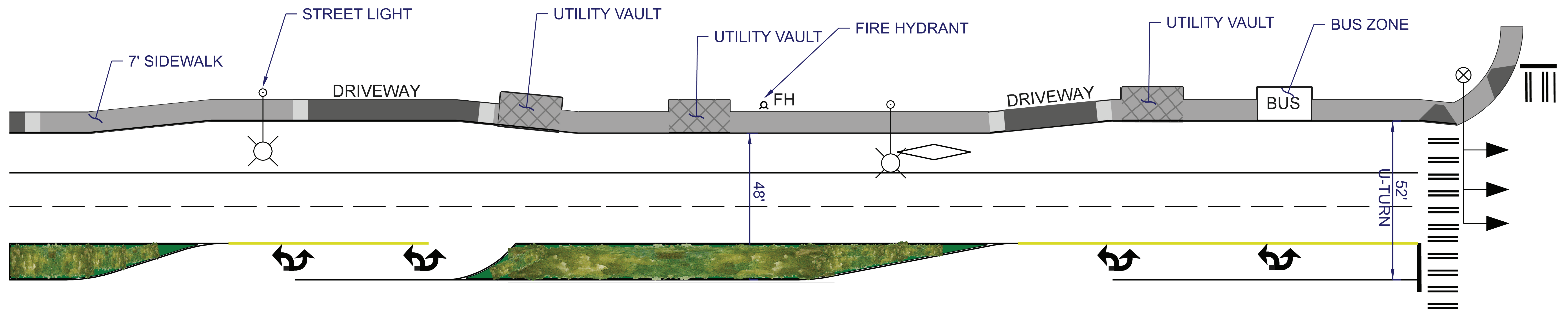
ADOPTED BY THE CITY COUNCIL THIS 23rd DAY OF JULY, 2007.

Mayor Robert Ransom

ATTEST:

Scott Passey
City Clerk

Alternative A



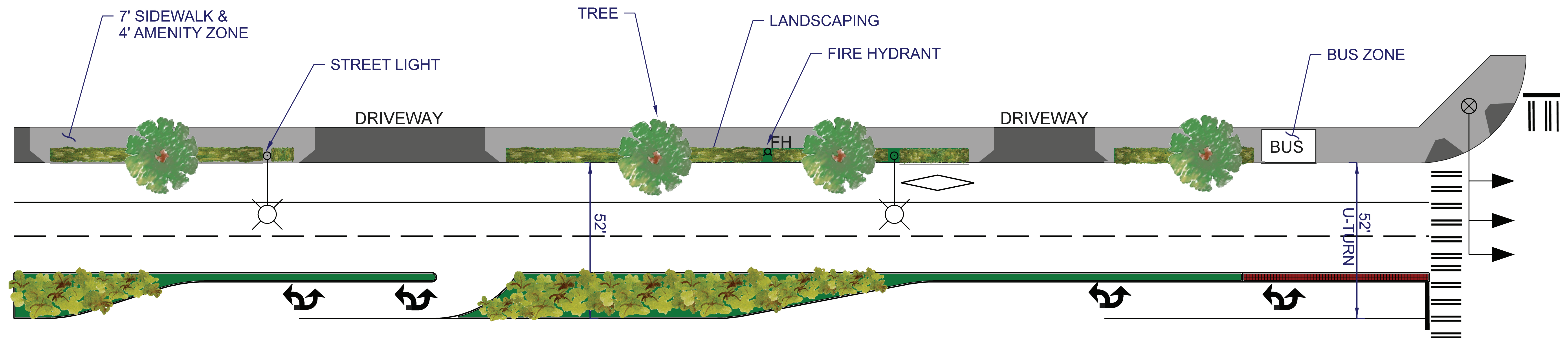
Characteristics common to all three alternatives

- Two general-purpose lanes in each direction
- BAT lane in each direction
- Sidewalk
- Underground utilities
- Access management, left-turn and u-turn pockets
- Vegetation
- Proposed new signals at N 182nd Street and Firlands Way N/ N 196th Street
- Improvements to Echo Lake Place (north of N 195th Street)
- Improvements to Midvale Avenue N (north of N 175th Street)

Additional characteristics of Alternative A

- 104-foot cross section (+ additional 3 feet on each side of roadway for utilities)
- Shift east in the vicinity of N 175th Street
- 7-foot sidewalk
- No amenity/utility zone
- Utility vaults and light/signal poles behind sidewalks
- C-curb access management/median (narrower than Alts B and C)
- Low growing/minimal vegetation in medians
- Road widening of additional 4 feet at U-turn and left-turn pockets to accommodate U-turns

Alternative B



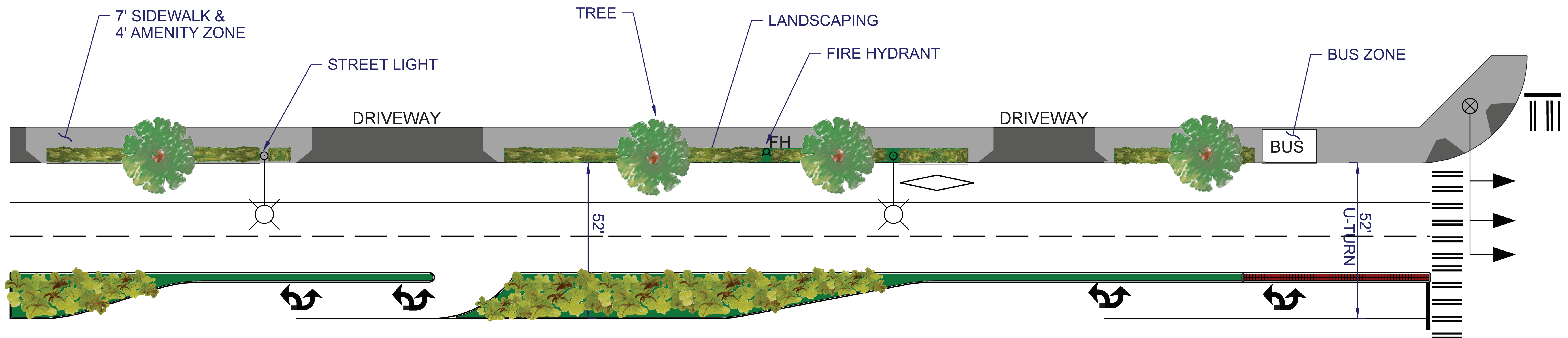
Characteristics common to all three alternatives

- Two general-purpose lanes in each direction
- BAT lane in each direction
- Sidewalk
- Underground utilities
- Access management, left-turn and U-turn pockets
- Vegetation
- Proposed new signals at N 182nd Street and Firlands Way N/ 196th Street
- Improvements to Echo Lake Place (north of N 195th Street)
- Improvements to Midvale Avenue N (N 175th Street to N 183rd Street)

Additional characteristics of Alternative B

- 110-foot cross section
- 4-foot vegetated amenity/utility zone between curb and sidewalk
- 7-foot sidewalk
- Landscaped medians for access management
- Shift east in vicinity of N 175th Street and N 200th Street
- Light poles in the amenity zone
- Signal poles in sidewalk

Alternative C



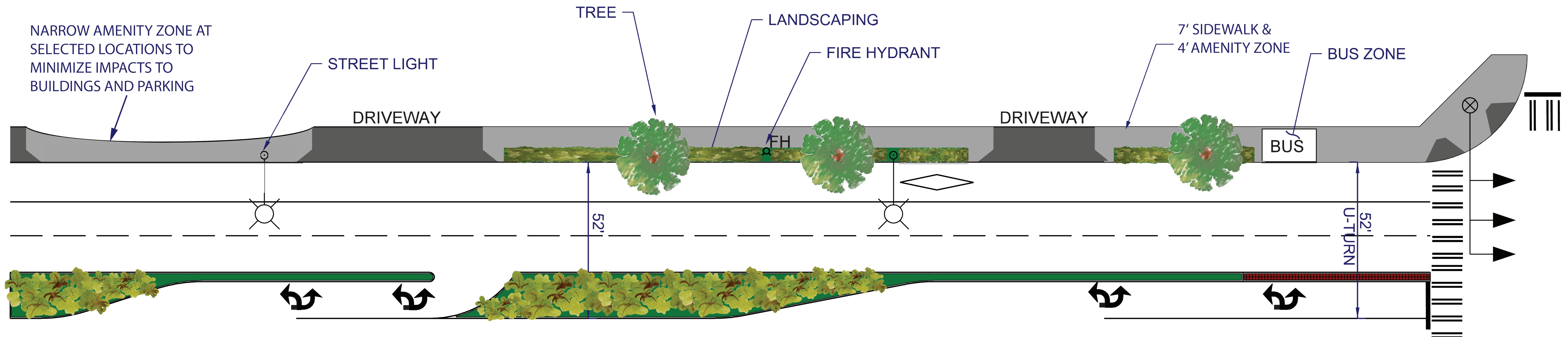
Characteristics common to all three alternatives

- Two general-purpose lanes in each direction
- BAT lane in each direction
- Sidewalk
- Underground utilities
- Access management, left-turn and u-turn pockets
- Vegetation
- Proposed new signals at N 182nd Street and Firlands Way N/ N 196th Street
- Improvements to Echo Lake Place (north of N 195th Street)
- Improvements to Midvale Avenue N (N 175th Street to N 183rd Street)

Additional characteristics of Alternative C

- 110-foot cross section
- 4-foot vegetated amenity/utility zone between curb and sidewalk
- 7-foot sidewalk
- Landscaped medians for access management
- Shift west in the vicinity of N 175th Street and N 200th Street
- Light poles in the amenity zone
- Signal poles in sidewalk

Draft Recommended Alternative



Characteristics of Draft Recommended Alternative

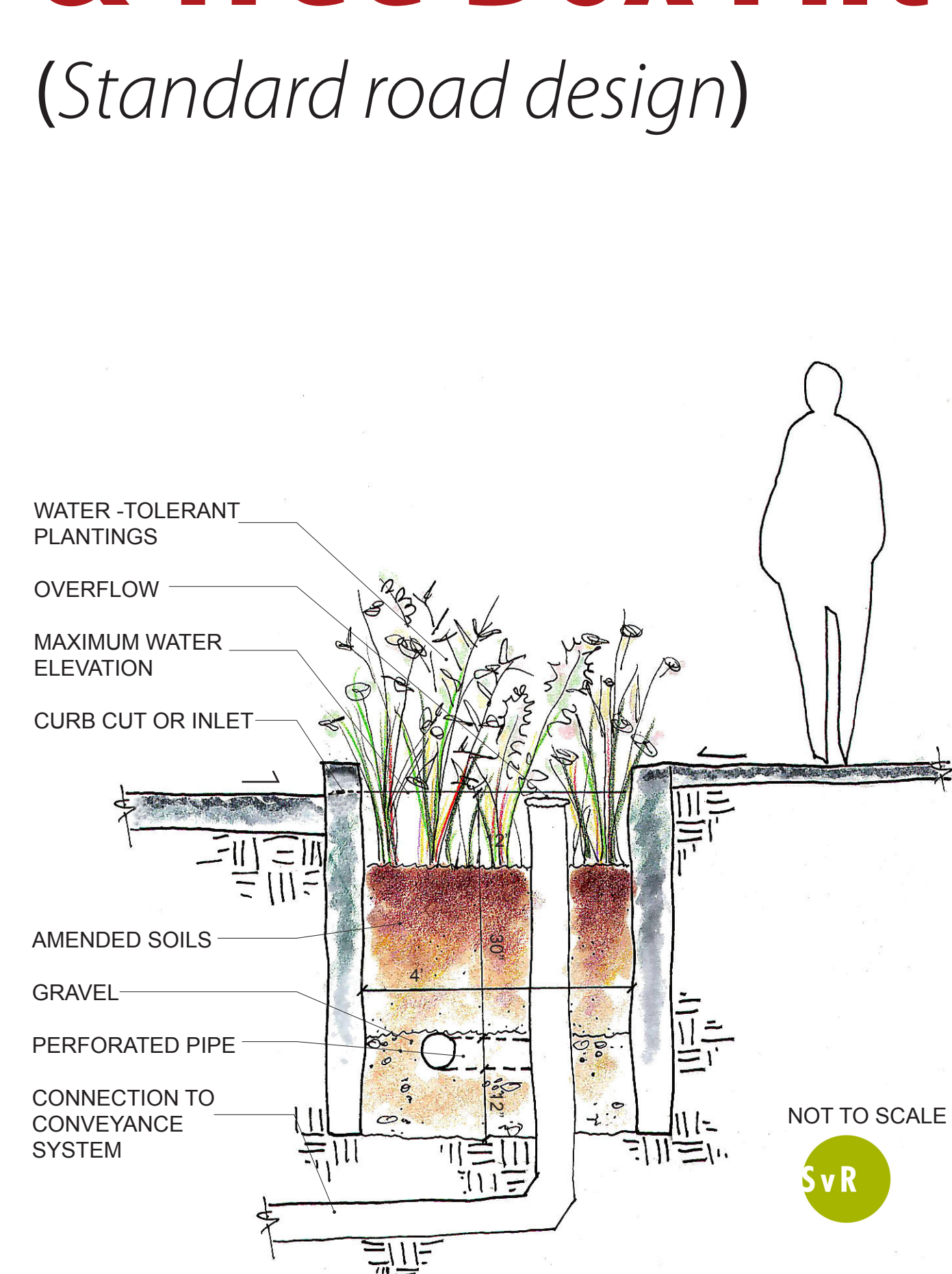
- Two general-purpose lanes in each direction
- BAT lane in each direction
- Sidewalk
- Underground utilities
- Landscaped medians for access management with left-turn and U-turn pockets
- Proposed new signals at N 182nd Street and Firlands Way N/ N 196th Street
- Improvements to Echo Lake Place (north of N 195th Street)
- 110-foot flexible base cross section:
 - 4-foot vegetated amenity/utility zone between curb and sidewalk
 - 7-foot sidewalk
 - Amenity/utility zone narrowed at selected locations to minimize impacts to buildings and parking
- Shift east in vicinity of N 175th Street and N 200th Street
- Light poles in the amenity zone
- Signal poles in sidewalk

Low Impact Development Toolkit

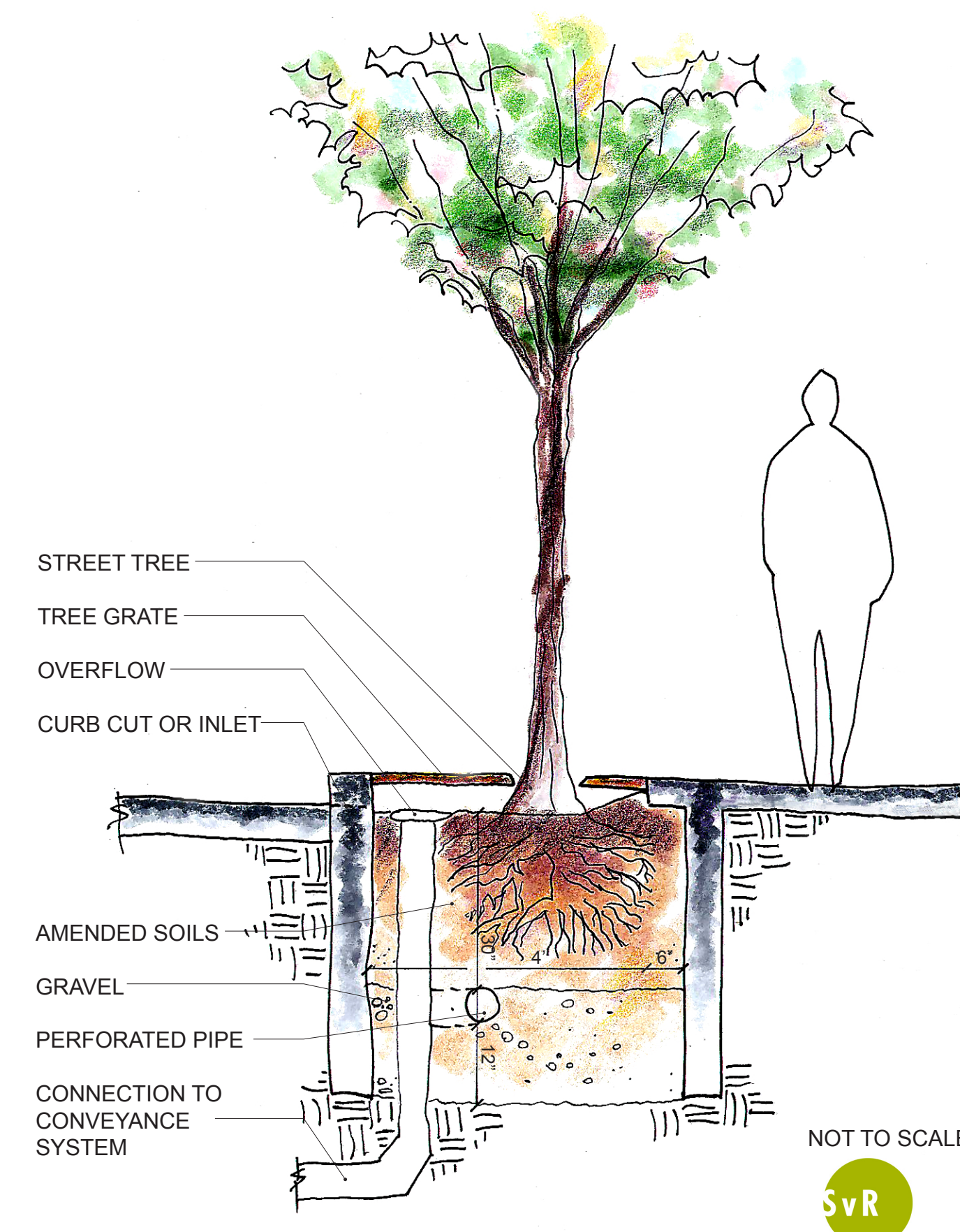
Options for the Aurora Corridor Project

Stormwater Planter Boxes & Tree Box Filters

(Standard road design)



Stormwater Planter Section

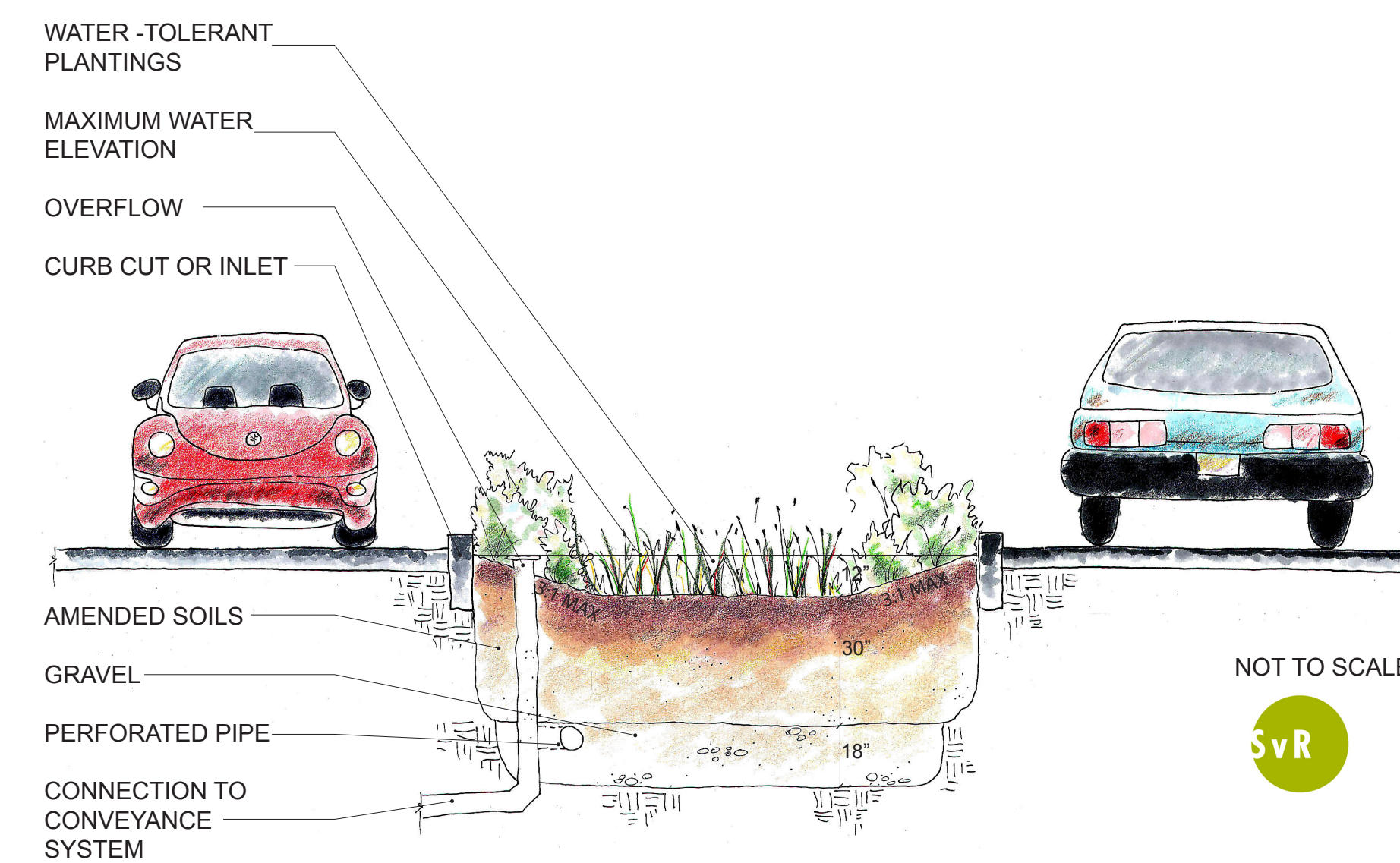


Tree Box Filter Section

- Fits within the amenity zone of alternative B , alternative C, and draft recommended alternative.
- Meets Basic Water Quality treatment regulations by removing over 80% of Total Suspended Solids (sediment).
- Collects curb/gutter flow.
- Conveys excess stormwater or overflows to catchbasin.
- Creates a separation between motor vehicle and pedestrian travel modes.

Bioretention Swale Medians

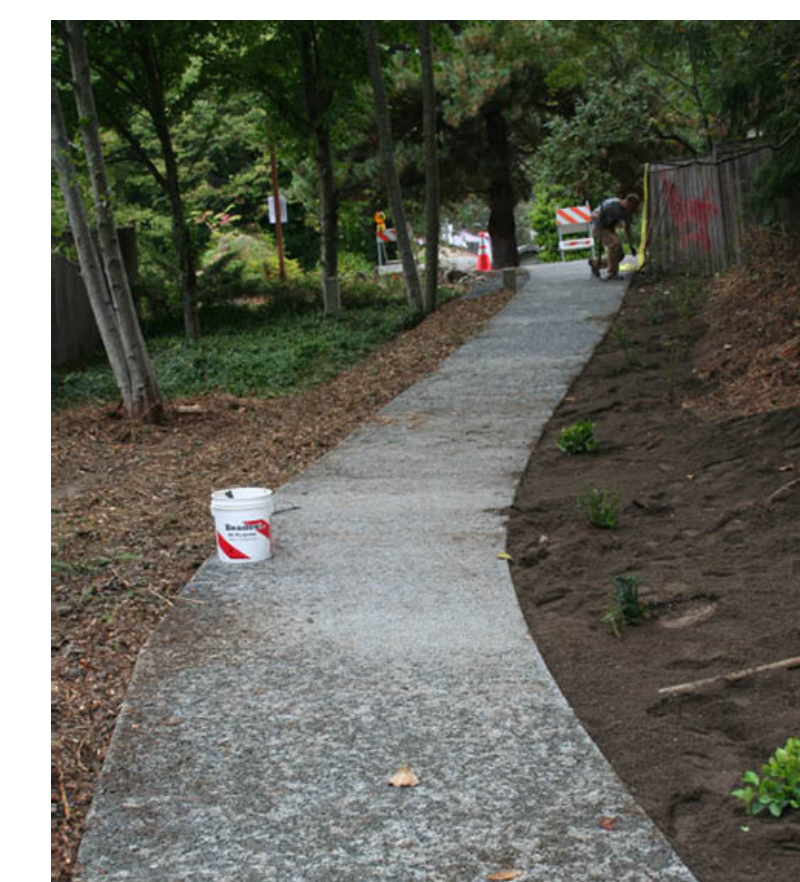
(Reverse crown road design)



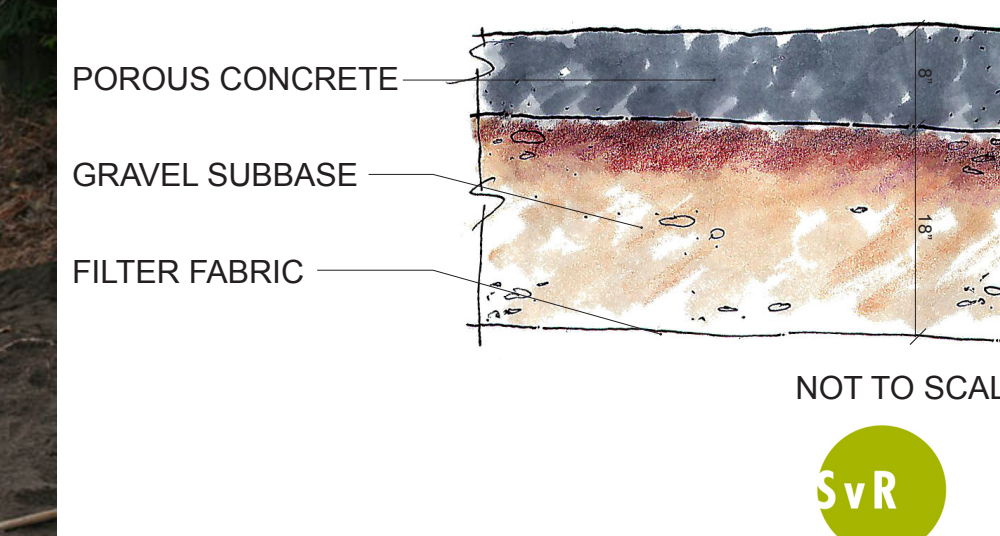
Bioretention Swale Median Section

- Fits in median for all alternatives.
- Collects flow from center median curb/gutter.
- Meets Basic Water Quality treatment regulations for sediment removal.
- Conveys excess stormwater or overflows to catchbasin.
- Reverse crown road design requires WSDOT approval.

Porous Sidewalks & Side Streets



Shoreline Porous Sidewalk



Typical Porous Pavement Section

- Stormwater filters through pavement and sub-base conveys it.
- Can be used on residential side streets with low traffic volume and sidewalks.
- Not suitable for streets with high traffic volume (arterials).
- Looks different from concrete - does not have a smooth finish.
- Demonstration opportunities for side streets adjacent to Aurora Avenue.

Preliminary Summary of Potential Effects and Mitigation*

Aurora Corridor Improvement Project: N 165th Street – N 205th Street

Potential Effects During Project Construction

	Alternatives			
	No Action	A	B	C
Air Quality				
Construction of the Project would generate temporary emissions of fugitive dust and tailpipe emissions from construction equipment.		X	X	X
Mitigation: Control fugitive dust and emissions during construction using Best Available Control Technology and stationary-source emission controls as required by Puget Sound Clean Air Agency regulations. Air quality impacts during construction will be minor, temporary, and localized, so no mitigation measures beyond standard BACT are warranted.				
Cultural				
State review of cultural report is underway. Results of cultural analysis cannot be released until State review is complete.				
Economics				
Impacts identified related to property acquisition. See Potential Effects to Properties on page 6 of this handout.		X	X	X
Potential adverse effects on business receipts.		X	X	X
Mitigation: City will work with the Chamber of Commerce and business owners, prior to initiation of Project construction, to help establish business economic health and to develop programs to assist businesses during construction.				
Environmental Justice				
Some minority businesses located along the corridor would experience construction-related impacts similar to other businesses along the corridor.		X	X	X
Mitigation: Communication measures will be implemented during project construction to provide construction-related information and to minimize construction effects on minority and low-income populations should include: ▪ Informing the public, schools, and transit agencies of traffic changes ahead of time ▪ Posting informational flyers at key stores, park-and-ride lots, schools, nonprofits and religious institutions. Public outreach related to Project will be conducted in Spanish, Korean and Chinese. City will provide translation service for all materials related to Project, upon request.				

*Results presented in this summary are considered preliminary because Washington State Department of Transportation and Federal Highway Administration reviews of environmental technical reports are not yet complete.

Preliminary Summary of Potential Effects and Mitigation*

Aurora Corridor Improvement Project: N 165th Street – N 205th Street

Potential Effects During Project Construction

	Alternatives			
	No Action	A	B	C
Fish, Vegetation and Wildlife				
Potential for downstream effects to fish, due to increased risk of construction-related sediment released to stormwater.		X	X	X
Mitigation: Utilize temporary erosion and sediment control measures during construction.				
Geology and Soils				
Potential for degradation of the subgrade in areas of moisture sensitive soils from use of heavy equipment during wet weather or in areas of seepage or shallow groundwater.		X	X	X
Mitigation: Limit major earthwork to drier late spring to early fall season. Maintain proper surface drainage. Minimize the area of ground disturbance. Limit the number of turns by heavy equipment on the subgrade. Minimize the amount of tracking on the subgrade. Cover the final sub-grade elevation with a working mat of crushed rock and/or geotextile.				
Potential for increased erosion due to exposure of erosion prone soils.		X	X	X
Mitigation: Implement a Temporary Erosion and Sedimentation Control (TESC) plan to control the movement of sediment. Measures in the TESC would include avoiding unnecessary vegetation clearing and installation of structures such as silt fences and sediment traps. Implement construction procedures identified in the geotechnical investigation that are designed to maintain or enhance slope stability.				
Potential for increased erosion from unstable fill during a storm event.		X	X	X
Mitigation: Implement a Temporary Erosion and Sedimentation Control (TESC) plan to control the movement of sediment. Measures in the TESC would include covering fill stockpiles and disturbed areas.				
Hazardous Materials				
Potential for encountering known soil contamination at the former Mac-Ray Dry Cleaner (18419 Aurora Avenue N).				X
Mitigation: Conduct Phase II Soil Investigation - If contaminated soil is encountered in the Phase II investigation, it should be remediated by Hazardous Waste Operations, Planning, and Emergency Response (HAZWOPER)-certified contractors before site grading begins. Depending on the Phase II findings, this could require a Phase III Remedial Investigation and Feasibility Study (RI/FS).				

**Results presented in this summary are considered preliminary because Washington State Department of Transportation and Federal Highway Administration reviews of environmental technical reports are not yet complete.*

Preliminary Summary of Potential Effects and Mitigation*

Aurora Corridor Improvement Project: N 165th Street – N 205th Street

Potential Effects During Project Construction

	Alternatives			
	No Action	A	B	C
Potential for encountering known soil contamination at former Bill Langeberg gas station (18425 Aurora Avenue N); and former Joe's ARCO gas station (17550 Aurora Avenue N).		X	X	X
Mitigation: Conduct Phase II Soil and Groundwater Investigation - If contaminated soil is encountered in the Phase II investigation, it should be remediated by Hazardous Waste Operations, Planning, and Emergency Response (HAZWOPER)-certified contractors before site grading begins. Depending on the Phase II findings, this could require a Phase III RI/FS.				
Potential for encountering unknown soil contamination at unreported spill sites.		X	X	X
Mitigation: Provide Contaminated Material Contingency Plan for construction contractors.				
Potential for construction spills.		X	X	X
Project elements that will prevent or avoid significant effect: City maintains spill prevention and spill response protocols that include the 9-1-1 emergency system and hazmat trained prevention crews and spill responders. City will require construction contractors to submit spill prevention and response plans, which are a required element of the construction stormwater permit issued by Ecology.				
Potential for asbestos and lead based paint in structures to be demolished.		X	X	X
Project element that will prevent or avoid significant effect: All structures to be partially or fully demolished will be tested for asbestos and lead based paint. Identified asbestos and lead based will be abated in accordance with state and federal regulations prior to demolition.				
Noise				
Temporary construction noise at nearby noise-sensitive receivers.		X	X	X
Mitigation: Implement Construction Noise Reduction Plan.				
Plans and Policies				
Right-of-way requirements are outside the boundaries defined by City Ordinance 326, which was adopted as an amendment to the City Comprehensive Plan.				X
Mitigation: If right-of-way is needed outside the boundaries defined, the City will take action to make the Project compliant with the Comprehensive Plan.				

*Results presented in this summary are considered preliminary because Washington State Department of Transportation and Federal Highway Administration reviews of environmental technical reports are not yet complete.

Preliminary Summary of Potential Effects and Mitigation*

Aurora Corridor Improvement Project: N 165th Street – N 205th Street

Potential Effects During Project Construction

	Alternatives			
	No Action	A	B	C
Transportation				
Reduced traffic flow.		X	X	X
Mitigation: Implement construction Best Management Practices. Develop Traffic Control Plan, Construction Staging Plan, and Communication Plan for residents and businesses, to minimize effects of Project construction on traffic operations.				
Transit re-routed or stops relocated.		X	X	X
Mitigation: Coordination with the Metro and Community transit agencies would be ongoing throughout the construction period to minimize impacts to transit service. Bus zone relocation or closure would be clearly signed and communicated to transit riders. Temporary stops would be provided in a safe and accessible location, separated from other traffic and construction activity by traffic barriers.				
Business access revised disrupting delivery and patron access.		X	X	X
Mitigation: Temporary access revisions would be well marked and would provide the most direct access to properties possible. Owner/tenants along the corridor will be kept informed of construction schedules, schedule changes, and information detailing construction activities. Develop Traffic Control Plan and Construction Phasing Plan to minimize disruption to businesses.				
Utilities and Services				
Decreased level of service for emergency services and other public service providers due to increased traffic congestion on Aurora Avenue N during construction.		X	X	X
Mitigation: Coordinate with public service providers to minimize delays, including notifying public service providers of the construction schedule and of any temporary lane or access closures. Coordinate with school officials before and during construction. Schedule lane closures for off-peak hours when feasible (e.g., at night).				

**Results presented in this summary are considered preliminary because Washington State Department of Transportation and Federal Highway Administration reviews of environmental technical reports are not yet complete.*

Preliminary Summary of Potential Effects and Mitigation*

Aurora Corridor Improvement Project: N 165th Street – N 205th Street

Potential Effects During Project Construction

	Alternatives			
	No Action	A	B	C
Disruption of utility service during construction of the Project and utility relocation.		X	X	X
Mitigation: Map all utilities prior to starting construction to avoid accidental disruptions. Coordinate with utility providers to minimize disruption of service. Notify and coordinate with fire departments for waterline relocations that may affect water for fire suppression, and establish alternate supply lines prior to any breaks in service. Coordinate with business and property owners to schedule utility connection work to minimize impacts on business operations.				
Potential for increased need for police for crime prevention at construction sites and for traffic and pedestrian control during construction.		X	X	X
Mitigation: Coordinate with law enforcement agencies to implement crime prevention principles and to ensure adequate staffing for traffic and pedestrian control during construction.				
Visual Quality				
Visual prominence of traffic cones and barriers along roadway, used for construction-related traffic control and channelization		X	X	X
No mitigation recommended.				
Temporary lighting, detours, and construction-related clutter		X	X	X
Mitigation: Locate/screen storage and staging areas in areas that minimize visual prominence. Shield/screen light fixtures to minimize glare.				
Water Quality				
Increased risk of sediment released to stormwater.		X	X	X
Mitigation: Utilize temporary erosion and sediment control measures during construction.				
Wetlands and Other Waters of the U.S.				
Increased risk of sediment released to stormwater runoff to ditches. No wetlands were identified within the Project area.		X	X	X
Mitigation: Utilize temporary erosion and sediment control measures during construction.				

*Results presented in this summary are considered preliminary because Washington State Department of Transportation and Federal Highway Administration reviews of environmental technical reports are not yet complete.

Preliminary Summary of Potential Effects and Mitigation*

Aurora Corridor Improvement Project: N 165th Street – N 205th Street

Potential Effects to Properties

	Alternatives			
	No Action	A	B	C
Full acquisition of 2 business properties (17750 and 17760 Aurora Avenue N)		X	X	X
Mitigation: Property owners will be compensated for property take per federal requirements.				
Major or partial demolition of commercial buildings to construct Project. (3 businesses under Alternative A, 5 businesses under Alternative B, and 8 businesses under Alternative C.)		X	X	X
Mitigation: Property owners will be compensated for property take per federal requirements. City will compensate property owners to allow them option to rebuild or remodel on their existing site.				
Property acquisitions necessary for construction of the Project would reduce commercial parking available for businesses, possibly affecting minimum on-site parking requirements within the City's parking regulations.		X	X	X
Mitigation: Property owners will be compensated for property take per federal requirements. If Project results in available parking for a business to drop below City requirements, the business will be grandfathered in as parking-compliant. If renovation to the property occurs after Project construction is complete, the business would need to come back into parking compliance.				
Potential relocation of some rental residences located on one property (~19600 Aurora Avenue N).		X	X	X
Mitigation: Property owners will be compensated for property take per federal requirements. City will assist relocated residents in finding comparable housing, and compensate for out-of-pocket moving expenses, if necessary.				

*Results presented in this summary are considered preliminary because Washington State Department of Transportation and Federal Highway Administration reviews of environmental technical reports are not yet complete.

Preliminary Summary of Potential Effects and Mitigation*

Aurora Corridor Improvement Project: N 165th Street – N 205th Street

Potential Effects After Project is Complete

	Alternatives			
	No Action	A	B	C
Air Quality				
No potential adverse effects to air quality are identified. The Project satisfies state and federal requirements, so no mitigation measures are needed.				
Cultural Resources				
State review of cultural report is underway. Results of cultural analysis cannot be released until State review is complete.				
Economics				
Analysis of economic effects after project is complete is pending.				
Fish, Vegetation and Wildlife				
No potential adverse effects to fish, vegetation, and wildlife are identified.				
Geology and Soils				
No potential adverse effects to geology and soils are identified.				
Hazardous Materials				
Increase in traffic volumes over time increases potential for fuel spills caused by traffic accidents.	X	X	X	X
Project element that will avoid or minimize significant effect: City to maintain spill prevention and spill response protocols that include the 9-1-1 emergency system and hazmat trained prevention crews/spill responders.				
Land Use Patterns, Plans, and Policies				
Project is generally consistent with the 32 Points, adopted in 1999, except:				
No amenity zone included in Alternative A.	X	X		
Curb bulb-outs not proposed on side streets; no pedestrian-only signals are proposed; and reduction in speed limit to 35mph cannot be implemented without evidence for need from corridor speed study.	X	X	X	X
Mitigation: Implementation Strategies are currently under development to reflect current community priorities for the corridor.				
Noise				
Modeled noise levels exceed noise abatement criteria at one outdoor seating area (20121 Aurora Avenue N); two apartment buildings (19523 Firlands Way N and 935 N 200th Street); and two houses (19370 Firlands Way and 19344 Firlands Way).	X	X	X	X
No mitigation recommended: No noise abatement measures satisfy the WSDOT feasibility and reasonableness criteria.				

**Results presented in this summary are considered preliminary because Washington State Department of Transportation and Federal Highway Administration reviews of environmental technical reports are not yet complete.*

Preliminary Summary of Potential Effects and Mitigation*

Aurora Corridor Improvement Project: N 165th Street – N 205th Street

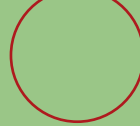
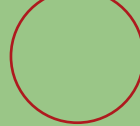
Potential Effects After Project is Complete

	Alternatives			
	No Action	A	B	C
Transportation				
Intersection operations at N 170th Street, N 182nd Street, and N 195th Street are projected to fail under existing and projected 2030 conditions, and fail to meet the City's adopted traffic operational standards. No mitigation available.	X			
Projected increase in vehicular, pedestrian, and bicycle traffic over time would result in increased potential for safety conflicts, without the improvements proposed under the Build Alternatives. No mitigation available.	X			
The widening of Aurora Avenue N would result in longer crossing distances and pedestrian crossing times at signalized intersections. Mitigation: Provide standard signal timing to allow pedestrians to cross the entire distance in one cycle length.		X	X	X
Utilities and Services				
No potential adverse effects to utilities and services are identified.				
Visual Quality				
Minimal addition of light and/or glare due to addition of lane in each direction. Project elements that addresses potential effect: Plant vegetation within median. Plant vegetation within amenity zone (Alternatives B and C only). Best management practices that addresses potential effect: Shield/screen light fixtures to minimize glare. Use low-sheen and non-reflective materials.		X	X	X
Water Quality				
No potential adverse effects to water quality are identified.				
Wetlands				
Loss of 401 square feet of ditches. No wetlands were identified within the Project area. Mitigation: Construction of stormwater treatment facilities.		X	X	X

**Results presented in this summary are considered preliminary because Washington State Department of Transportation and Federal Highway Administration reviews of environmental technical reports are not yet complete.*

Evaluation Matrix

for Alternatives

	Alternatives					
	No Action	A	B	C	Draft	
Address roadway capacity needs						
Improve transit mobility						
Improve pedestrian & bicycle mobility						
Improve vehicle safety						
Improve pedestrian & bicycle safety						
Implement natural stormwater system						
Improve aesthetics						
Minimize property take						
Enhance economic potential						

Extent to which goal is satisfied:

-  High
-  Medium High
-  Medium
-  Medium Low
-  Low



Draft Implementation Strategies for Aurora 165th to 205th

(Proposed Updates to the “32 Points”)

June 6, 2007

The following “32 Points” were adopted by the Shoreline City Council in Resolution #156 on August 23, 1999, accepting the recommendation of the Citizens Advisory Task Force (CATF) on the Preferred Alternative. The “32 Points” were intended to provide flexibility and strategies for the implementing the adopted design concept for the corridor. The adopted design was based upon Alternative 2, the people mover alternative. The main features of this design concept include the addition of business access/transit lanes on the outside of the roadway; curbs, gutters, landscaping/street furnishing strip, and sidewalks on both sides; and the creation of a landscaped center median with left and u-turn pockets. The recommendation also included four new signalized intersections and four new pedestrian activated signalized crossings.

The CATF was a 13-member steering committee appointed by City Council to guide the development of a preferred design concept for Aurora. The CATF consisted of an equal representation by businesses and Shoreline citizens. The 32 Points were approved unanimously by the CATF on July 8, 1999. The City Council directed that the 32 Points be used as guides during design and implementation of the project to ensure that flexibility existed to address the concerns and vision of the community and City Council.

Since the 1999 adoption of the “32 Points”, several significant actions have occurred that suggest a re-visit of the implementation strategies. An environmental review for first mile (145th to 165th) of the project has been completed, and the first mile has been constructed. The City Manager has appointed an Aurora Business and Community Team to review the “32 Points” in preparation for the environmental, design and construction for the remaining two miles.

The goal of the Aurora Corridor Project is to improve safety for pedestrians and drivers, improve the aesthetics and image of the street, add people moving capacity, and support existing and future business investments along the street. Landscaping is a key feature in strengthening the image and in supporting the walkability of the corridor.

	32 Points (adopted by City Council)	Implementation Strategies (proposed changes)
1	The maximum number of lanes on an intersection leg shall not exceed eight lanes including turning lanes. Seven lanes is the desired width.	No change.
2	Provide ability at intersections for all pedestrians to safely cross (and include median refuge at intersections with pedestrian pushbuttons). New mid-block pedestrian	Provide ability at intersections for all pedestrians to safely cross (and include median refuge at intersections with pedestrian pushbuttons when space permits). New mid-

	crossings should include pedestrian activated signals. Bus stops and pedestrian crossings will complement each other.	block pedestrian crossings should include pedestrian activated signals. Bus stops and pedestrian crossings will complement each other.
3	Twelve foot sidewalks will be provided on both sides of Aurora the entire length. Consider reducing the initial sidewalk width to mitigate land impacts/acquisitions on existing businesses. Note: a minimum of four feet of a landscaping/street furnishing zone is included in the twelve foot width total above.	The base design shall include seven foot wide sidewalks separated from the curb by a four foot wide utility/amenity zone. Consider reducing the initial sidewalk width to mitigate land impacts/acquisitions on existing businesses. In locations where sidewalk and amenity zone create significant loss of parking or building/structure impacts, an interim width curbside sidewalk must meet the allowable minimum width (seven feet is the preferred minimum width). Once properties redevelop, the full standard will be applied.
4	Utilize more landscaping or colored pavement in sidewalk areas to soften the look. The four foot landscaping/street furnishing strip behind the curb should utilize trees in tree grates/pits (consider a combination tree protector/bike rack), low growing ground cover/shrubs, and could utilize some special paving (or brick) between curb and sidewalk to strengthen the identity of an area.	Use more landscaping or colored pavement in sidewalk areas to improve visual quality. The four foot utility/amenity zone behind the curb should include trees in tree grates/pits, low growing ground cover/shrubs to improve water quality, and could utilize some special paving (or brick) between curb and sidewalk to strengthen the identity of an area. Continue the special scoring of sidewalk and curb return areas used between 145 th and 165 th .
5	Strive to design the project so that new sidewalks can link to existing recently constructed sidewalks (such as Seattle Restaurant Supply, Drift-on-Inn, Schucks, Hollywood Video, and Easley Cadillac).	Strive to design the project so that new sidewalks can link to existing recently constructed sidewalks (such as Hollywood Casino, Drift-on-Inn, Schucks, Hollywood Video, Fire Administration, Walgreens, Sandberg Cadillac, Discount Tire, and Starbucks).
6	Re-align the street where possible to avoid property takes.	No change.
7	As the final design is developed, work with WSDOT to obtain design approvals for lane width reductions, and look for opportunities to reduce (but not eliminate) the median width both to enable reduction of pavement widths, construction costs, and land impacts/acquisition on existing businesses.	No change – Confirm with WSDOT the lane width and other deviations approved in 145 th to 165 th .
8	Develop median breaks or intersections for business access and U-turns at least every 800-to-1000 feet (these details will be worked out during future design phases and will be based in part on the amount of traffic entering and exiting businesses).	Develop median breaks or intersections for business access and U-turns on the average of at least every 500 to 800 feet. Prioritize left and u-turn pockets as follows: signalized intersections, immediately upstream of signalized intersections, at local streets, and at high volume or shared driveways.
9	Use low growing drought resistant ground-cover and space trees in the median to allow visibility across it.	Use low growing, low maintenance, hardy ground-covers and space trees in the median to allow visibility across it. Frontage trees should be columnar shaped, while trees with more canopy are acceptable in the medians. Explore the potential for evergreen trees.
10	Unify the corridor by adding art, special light fixtures, pavement patterns (and coloring at crosswalks), street furniture, banners, unique bus shelters, etc. to dramatically enhance image and uniqueness of the streetscape and develop it differently than the standard design that has been constructed for most streets.	No change.
11	Unify the entire corridor by the use of street trees, lighting, special paving, bus zone design, and other elements to visually connect the corridor along its length.	No change.
12	Provide elements in the Interurban/Aurora Junction area,	Provide elements in the Interurban/Aurora Junction area,

	between 175 th and 185 th that create a safe, pedestrian oriented streetscape. Elements can include special treatments of crossings, linkages to the Interurban Trail, etc.	between 175 th and 185 th that create a safe, pedestrian oriented streetscape. Elements can include special treatments of crossings, linkages to the Interurban Trail, etc. The Interurban Trail will serve as the sidewalk on the east side of Aurora from approximately 177 th to 185 th .
13	Develop signature gateway designs at 145 th and 205 th with special interest landscaping, lighting, paving and public art to provide a visual cue to drivers that they have entered a special place.	Develop signature gateway designs at 145 th , 175 th , 185 th , and 205 th with special interest landscaping, lighting, paving and public art to provide a visual cue to drivers that they have entered a special place.
14	Develop themes that reflect the character and uses of different sections of the street (such as the 150 th to 160 th area which has a concentration of international businesses, recall the historic significance of the Interurban or other historic elements, and Echo Lake).	No change.
15	Utilize the Arts Council and neighborhoods to solicit and select art along the corridor.	Use the 1% for arts program, the Shoreline/Lake Forest Park Arts Council and neighborhoods to solicit and select art along the corridor. Consider artist made building parts in the design of the project.
16	Strengthen connections to the Interurban Trail through signing and other urban design techniques.	No change.
17	Develop a design for closure of Westminster Road between 158 th and 155 th by developing a southbound right turn lane at 155 th Street and converting the existing road section to a driveway entrance to Aurora Square. Also, develop an elevated Interurban trail crossing through "the Triangle" that is integrated with future development of the Triangle (reserve the option to build above Westminster should we not be successful in closing the roadway).	No change, except to note that this has been completed/accomplished.
18	Pursue modifying the access to Firlands at 185 th , closing Firlands north of 195 th , and developing a new signal at 195 th .	17. Pursue modifying the access to Firlands at 185 th , closing Firlands at 195 th , and developing a new signal just north of 195 th .
19	The preferred design shall include: • Stormwater management improvements to accompany the project that follow the city's policies; • Traffic signal control and coordination technology (including coordination with Seattle and Edmonds SR 99 signal systems); • Traffic signal technology to enable transit priority operations; • Continuous illumination for traffic safety and pedestrian scale lighting; • Undergrounding of overhead utility distribution lines.	18. The preferred design shall include: • Traffic signal control and coordination technology (including coordination with Seattle and Edmonds SR 99 signal systems); • Traffic signal technology to enable transit priority operations; • Continuous illumination for traffic safety and pedestrian scale lighting; • Undergrounding of overhead utility distribution lines (including those on the west side of Midvale, between 175th and 185th).
20	Traffic signals will include audible elements for the sight-impaired, and wheelchair detection loops for wheelchair users.	19. Traffic signals will include audible elements for the sight-impaired, countdown pedestrian signal heads, and other ADA features.
21	The City should establish a right-of-way policy to retain or relocate existing businesses along the corridor, including those that do not own the land on which they are located. Consideration should be given to providing financial	20. The City will abide by federal and state right-of-way acquisition guidelines. The City covered the costs of underground hookups, and sharee the costs of property owner appraisal reviews in the 145 th to 165 th project -- .

	incentives to those businesses.	the update of the Right-of-Way Policies and Procedures Manual should continue this practice. Consideration should be given to providing financial incentives to those businesses.
22	Work with property and business owners during the preliminary engineering phase to consolidate driveways, share driveways, and potentially to share parking and inter business access across parcel lines. Be creative and sensitive to the parking needs of businesses, including consideration for some potential clustered/shared parking lots (especially if remnant parcels are available).	21. Work with property and business owners during the design and right-of-way phases to consolidate driveways, share driveways, and potentially to share parking and inter business access across parcel lines. Be creative and sensitive to the parking needs of businesses, including consideration for some potential clustered/shared parking lots (especially if remnant parcels are available). Where frontage parking will be impacted by the project, work with property owners to develop a single access lane shared across parcels with parallel or angled parking.
23	Provide improvements that will not generate an increase in neighborhood spillover traffic.	22. Provide improvements that will not generate an increase in neighborhood spillover traffic.
24	Work with transit agencies to provide increased service and seek capital investments from them to support this project.	23. Work with transit agencies to provide increased service and seek capital investments from them to support this project. Design bus zones to accommodate future bus rapid transit needs.
25	Develop partnerships with WSDOT and King County/Metro to jointly fund the project.	24. Continue to aggressively pursue funding opportunities and partnerships with the goal of minimizing the City share of project costs.
26	Provide curb bulbs where practical on side streets to reduce pedestrian crossing width and to discourage cut-through traffic.	25. Provide needed turn lanes and capacity on side streets including pedestrian amenities.
27	Strengthen and preserve the heritage of the red brick road. If the design impacts the red brick road in its current configuration/location north of 175 th , preserve its heritage by relocating it elsewhere.	26. Strengthen and preserve the heritage of the red brick road north of 175 th by developing the Heritage park north of Walgreens and include red bricks in the Aurora design between 175 th and 185 th .
28	Consider new signalized intersections at 152 nd , 165 th , 182 nd , and 195 th .	27. Consider new signalized intersections at 149 th , 152 nd , 165 th , 182 nd , and just north of 195 th . Note that 152 nd and 165 th have already been constructed.
29	Consider new pedestrian only signalized crossings in the vicinity of 149 th , 170 th , 180 th and 202 nd .	28. Maintain pedestrian signal at 170 th , and eliminate the 180 th pedestrian signal if the full signal at 182 nd is approved.
30	Sign Ronald Place south of 175 th as the route to I-5.	Delete.
31	Pursue reducing the speed limit to 35 mph where appropriate recognizing the potential impacts of spillover traffic with a lower posted speed.	29. No change.
32	Seek funding to develop a program to assist and encourage businesses to improve their facades.	30. No change.
		31. Provide back of lot (rear) access roads/alleys when possible during project development or as a condition of redevelopment to provide rear access to signalized intersections. Key locations include: both sides of Aurora from 165 th to 175 th , the east side between 192 nd and Echo cove Condos, the west side between 195 th and 198 th , and the east side between 198 th and 200 th .

		32. Include natural storm drainage features along the corridor when possible. Raingardens, stormwater planter boxes, tree boxes/filter pits, center median swales should be considered. Opportunities for porous concrete should also be explored. Conventional methods such as conveyance pipes, catch basins (with filters), water quality filters, and vaults are also tools that will be explored and used.
		33. Use the Economic Development program resources: • to provide pre-construction training for businesses • to work with business community on joint marketing efforts • to improve/maximize business health prior to construction • to financially assist businesses during construction with loan programs
		34. Minimize impacts to businesses during construction by: • creatively and clearly delineating driveways and access points • improving nighttime safety with lighting, visible lane markings, and signage • continuous pro-active communications with affected businesses • moving non-safety construction materials and cones out of roadway during non-work hours • investigating opportunities for non-invasive night work and shortening construction periods during the holidays • providing adequate advance signing to direct traffic to freeways when major delays or construction activities are planned. • park construction vehicles so as to not block access or visibility of businesses, especially during non-construction hours • Require approval by City prior to allowing lane blockages during peak hours.
		35. Manage and respond to increases on neighborhood streets during construction.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Resolution Creating a Lifetime Achievement Award and Position for the Celebrate Shoreline Parade
DEPARTMENT:	City Council
PRESENTED BY:	Robert Olander, City Manager

PROBLEM/ISSUE STATEMENT:

At the request of Councilmember Way, attached is a resolution to create a lifetime achievement award and position for the Celebrate Shoreline Parade. Councilmember Way recommends that the Council consider her resolution to create such an award and to honor Dr. Arthur Kruckeberg as the first award recipient.

RECOMMENDATION

Staff recommends that Council discuss Councilmember Way's proposal and provide staff with direction.

Approved By: City Manager  City Attorney ____

Attachment A

Resolution Creating a Lifetime Achievement Award and Position for the Celebrate Shoreline Parade

RESOLUTION NO. 264

**A RESOLUTION OF THE CITY OF SHORELINE, WASHINGTON, CREATING
A LIFETIME ACHIEVEMENT AWARD AND AWARDING THE FIRST
LIFETIME ACHIEVEMENT AWARD TO DR. ARTHUR KRUCKEBERG**

WHEREAS the City of Shoreline greatly values the excellence and horticultural diversity represented at the Kruckeberg Botanic Garden, created by Dr. Arthur Kruckeberg and Mareen Kruckeberg; and

WHEREAS Dr. Kruckeberg has led an exemplary life of academic and scientific achievement; and

WHEREAS the City desires to honor Dr. Kruckeberg life's work, legendary achievement as a horticultural expert and authority on native plants, creation of the Kruckeberg Botanic Garden and significant contributions to the Shoreline community by creating a Lifetime Achievement Award; and

WHEREAS the Lifetime Achievement Award shall be an annual award granted by the City Council to a Shoreline citizen who has made a significant contribution to the Shoreline community.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE,
WASHINGTON, HEREBY RESOLVES AS FOLLOWS:**

Section 1. Creation of a Lifetime Achievement Award. The City of Shoreline hereby creates an annual honorary award to be called "Lifetime Achievement Award" to be granted to a Shoreline citizen who has made a significant contribution to the Shoreline community. The Lifetime Achievement Award shall be awarded in conjunction with the Celebrate Shoreline Festival and Parade.

Section 2. First Recipient of Lifetime Achievement Award. The first recipient of the City of Shoreline Lifetime Achievement Award shall be Dr. Arthur Kruckeberg.

ADOPTED BY THE CITY COUNCIL ON JULY 23, 2007.

Robert L. Ransom, Mayor

ATTEST:

Scott Passey, City Clerk