



## AGENDA

### SHORELINE CITY COUNCIL WORKSHOP DINNER MEETING

Monday, September 24, 2007  
6:00 p.m.

Shoreline Conference Center  
Highlander Room

**TOPICS/GUESTS:** Shoreline Planning Commission

### SHORELINE CITY COUNCIL BUSINESS MEETING

Monday, September 24, 2007  
7:30 p.m.

Shoreline Conference Center  
Mt. Rainier Room

	<u>Page</u>	<u>Estimated Time</u>
<b>1. CALL TO ORDER</b>		7:30
<b>2. FLAG SALUTE/ROLL CALL</b>		
(a) Proclamation of "Community Planning Month"	<u>1</u>	
<b>3. REPORT OF THE CITY MANAGER</b>		
<b>4. REPORTS OF BOARDS AND COMMISSIONS</b>		
<b>5. GENERAL PUBLIC COMMENT</b>		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>		
<b>6. APPROVAL OF THE AGENDA</b>		8:00
<b>7. CONSENT CALENDAR</b>		8:00
(a) Minutes of Special Meeting of July 16, 2007	<u>3</u>	

Minutes of Workshop Dinner Meeting of September 4, 2007 15

(b) Approval of expenses and payroll as of September 12, 2007 17  
in the amount of \$ 989,826.85

## 8. NEW BUSINESS

(a) South Echo Lake Property Discussion 19 8:05

(b) Capital Projects Update 33 8:40

## 9. ADJOURNMENT 9:20

*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](http://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](http://cityofshoreline.com/cityhall/citycouncil/index).*

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

<b>AGENDA TITLE:</b>	Proclamation of October 2007 as "Community Planning Month"
<b>DEPARTMENT:</b>	CMO/CCK
<b>PRESENTED BY:</b>	Scott Passey, City Clerk

**PROBLEM/ISSUE STATEMENT:**

Community planning provides an opportunity for Shoreline residents to be meaningfully involved in making choices that determine the future of their community. The month of October is designated as National Community Planning Month throughout the United States of America and its territories. In conjunction with this recognition, this proclamation designates the month of October 2007 as "Community Planning Month" in the City of Shoreline and urges citizens to participate in the ongoing implementation of our community's planning efforts.

Joe Tovar, Planning and Development Services Director, will be at the meeting to accept the proclamation.

**RECOMMENDATION**

No action is required.

Approved By:       City Manager \_\_\_\_\_ City Attorney \_\_\_\_\_



## PROCLAMATION

- WHEREAS,** *change is constant and affects all cities, towns, suburbs, counties, rural areas, and other places in the State of Washington; and*
- WHEREAS,** *community planning and plans can help manage this change in a way that provides better choices for how people work and live; and*
- WHEREAS,** *community planning provides an opportunity for all residents to be meaningfully involved in making choices that determine the future of their community; and*
- WHEREAS,** *the full benefits of planning requires public officials and citizens who understand, support, and demand excellence in planning and plan implementation; and*
- WHEREAS,** *the month of October is designated as National Community Planning Month throughout the United States of America and its territories; and*
- WHEREAS,** *the American Planning Association and its professional institute, the American Institute of Certified Planners, endorse National Community Planning Month as an opportunity to highlight the contributions sound planning and plan implementation make to the quality of our settlements and environment; and*
- WHEREAS,** *the celebration of National Community Planning Month gives us the opportunity to recognize the many valuable contributions made by planning commissioners, members of volunteer advisory committees, and land use professionals of the City of Shoreline and extend our heartfelt thanks for the continued commitment to public service.*
- NOW THEREFORE,** *I, Robert L. Ransom, Mayor of the City of Shoreline, on behalf of the Shoreline City Council, do hereby proclaim the month of October 2007 as*

## COMMUNITY PLANNING MONTH

*in the City of Shoreline in conjunction with the celebration of National Community Planning Month. The City further encourages all citizens, businesses, and organizations to learn more about the value that sound planning adds to our City's quality of life, and urges them to become active in participating in the ongoing implementation of our community's planning efforts.*

---

Robert L. Ransom, Mayor

**CITY OF SHORELINE**

**SHORELINE CITY COUNCIL  
SUMMARY MINUTES OF SPECIAL MEETING**

Monday, July 16, 2007 - 7:00 p.m.  
Shoreline Conference Center  
Shoreline 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 6:33 p.m.

**2. FLAG SALUTE/ROLL CALL**

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

**3. REPORT OF THE CITY MANAGER**

Bob Olander, City Manager, announced that the Fourth Annual Shoreline Solar Project and Renewable Energy Fair will be July 20 – 21 at Meridian Park Elementary School. He noted that the YMCA groundbreaking ceremony will be held tomorrow, July 17, at the Echo Lake Project site at the intersection of 192<sup>nd</sup> Street North and Aurora Avenue North. He encouraged the Council, City staff, and residents to attend the event. He concluded his remarks by stating that Swingin' Summer's Eve, one of Shoreline's major events, will be on July 25<sup>th</sup>.

**4. COUNCIL REPORTS**

Councilmember Hansen said that at the July 20<sup>th</sup> meeting the Flood Zone Control Advisory Committee will be making its recommendation to King County regarding the flood zone district.

Mayor Ransom announced that Medic One was passed by the King County Council with the 30 cent levy.

**5. GENERAL PUBLIC COMMENT**

(a) Chris Eggen, Shoreline, said he is on the Shoreline Solar Board. He thanked the City Manager for the advertising and that the kick-off for the Renewable Energy Fair starts with the fashion show on Friday at 7:00 p.m. He announced the silent auction and the Renewable Energy Fair on Saturday from 10:00 a.m. to 6:00 p.m. and said a "Taste of Shoreline" will be at the event. He invited everyone to attend.

(b) Patty Crawford, Shoreline, said the oral decision on the Aegis Case will be heard on July 20 at 9:00 a.m. She said the case pertains to the side channel of Thornton Creek, which has been going on for over seven years. She said she is appealing the north building permit. In 2004, she said she won on summary judgment and then appealed on violations of the Critical Areas Ordinance, SEPA, and general public comment was lacking. She commented that the Ronald Bog project is on hold and the City is working with Washington Department of Fish and Wildlife (WDFW) on a compromise. She said she is concerned since our code standards are not the same as those of WDFW; thus there will be an appeal of our code. She added that there has been discussion that the project will add to storm flows downstream and said more water means further non-compliance. She felt she is in a position to file suit because she is not getting answers about the illegal pipe and flooding is still occurring.

(c) Judy Allen, Shoreline, said she has submitted a request to the City Clerk's Office for the legal bills from Foster Pepper and has not received them yet. She said she believes \$130,000 has been authorized, but the total was \$109,000 a month ago. She thanked the people who started the Shoreline vision that began with pre-incorporation in 1995. The people responsible for the 1.2 miles being completed are Mayor Bob Ransom, Councilmember Rich Gustafson, Councilmember Ron Hansen, former Councilmembers Cheryl Lee, Linda Montgomery, Connie King, Scott Jepsen, Kevin Grossman, former City employee Joyce Nichols whose connections in Washington, D.C. and Olympia brought the City a huge amount in funding. She also thanked Dale Wright for getting the community behind the project.

(d) Patrick Reilly, Seattle Metro Self Storage, stated he was proud of their new self-storage facility and with what the City has done with Aurora Avenue.

## 6. ACTION ITEM: PUBLIC HEARING

- (a) Public hearing to receive citizens comments regarding the Preferred Alternative for the Aurora Corridor Multimodal Project, N. 165th Street to N. 205th Street

Mr. Olander said the official work on the Aurora Corridor began in 1998 and the first phase was finished a couple months ago. In 2006, the work and planning commenced for the next phases of Aurora Avenue. The work has led to the development of three alternatives, and the flexible alternative combines the best elements of all three alternatives. He said the Council is here to listen to public feedback on the alternatives and is expected to make a decision next week. Once an alternative is chosen, City staff

and consultants can begin finalizing the environmental work and begin the design work. Therefore, by the end of 2007 the City hopes to finish the environmental work, design, and right-of-way acquisition.

Kirk McKinley, Aurora Corridor and Interurban Trail Project Manager, introduced Kris Overleese, Aurora Corridor Design Manager, Alicia Sherman, Aurora Corridor Planner, and Mark Relph, Public Works Director. He introduced Nelson Davis and Joe Jacobazzi, of KPG, Inc., who will provide assistance during the design phase of the project. He reviewed the community involvement process, the three alternatives, and the implementation strategies. He said in 2006 the City Manager appointed the Aurora Business Team (ABT Team), which developed Alternative A. Soon after that, the City staff and consultants developed Alternatives B & C. In late 2006, the scoping period was open for public comment on what the environmental process should entail, and there were two scoping meetings with over 200 individuals providing public comment with over 1,000 total oral and written comments during that period. The ABC Team has 23 members of varying experience and knowledge that conducted 11 meetings concerning the project. The ABC Team focused on several areas of enhanced interest. These areas include storm water concepts, economy and economics in the corridor, improving the construction process, and working through the implementation strategies. The City staff developed a draft recommended flexible alternative which was presented at the June 20<sup>th</sup> Open House. He explained that Alternatives A, B, & C all have the same base components such as sub-surface utilities, business access and transit lanes, seven-foot sidewalks, and medians with left and u-turns. He explains the draft recommended alternative features the "flexing" of the sidewalk width at Aurora Rents and other locations to avoid demolition of buildings. It also adds capacity at the intersection of Aurora Avenue and 175th/Midvale. The Interurban Trail (IT) will serve as the sidewalk on the east side of Aurora Avenue on Midvale, and sidewalks on the west side will be maintained.

Continuing, Mr. McKinley outlined that the City is negotiating with Seattle City Light at the 185th intersection on a land swap so the City can acquire land on the east edge of Aurora Avenue. The IT will run up the north edge of Bartell's and will have a new signal on 185<sup>th</sup> and Midvale then run up the west side of Midvale Avenue. There is also a free right turn onto Aurora from 185th, a new signal at 182<sup>nd</sup>, and one at 196<sup>th</sup>. However, if the State does not approve the signals, the City has a design without them. Regarding the turn signal on 196th Avenue, City staff is committed to working with property owners to maintain the character of the neighborhood. He highlighted that there will be some sidewalk narrowing at 198th, 199th, and 200th Avenues and they have also added a right turn lane from 200th Avenue onto northbound Aurora. Additionally, the flexible plan adds a left turn lane at 202<sup>nd</sup> Avenue to serve businesses on the west side. He said the left and u-turn opportunities average every 300 feet. There are 26 businesses that will not have direct left turn access, he pointed out, but 6 businesses that do not presently have left-turn access will be getting it. He said the code has been changed to allow non-conforming signs to remain or be moved.

Mr. McKinley commented that there are unavoidable building impacts to five businesses resulting from this project. Two will require a total purchase and relocation of businesses located north of Walgreen's at about 178th between Ronald Place and Aurora Avenue. If these businesses are purchased by the City, the property can be added to the "heritage park" inventory. The sidewalk has been narrowed in three to five locations to avoid buildings and also narrowed sidewalks as needed to minimize impacts to parking. He pointed out that the City won't have to purchase Aurora Rents, Key Bank, or the tattoo parlor. He pointed out that the implementation strategies have been refined from the "32 points" with new areas to note. He said there are still areas of continued discussion such as the SCL right-of-way, the signals at 182nd and 196th, a conflict with Ordinance 326 concerning a shift to the east in the 175th and 185th area, and the approval of discipline reports by the Washington State Department of Transportation (WSDOT).

Continuing, Mr. McKinley reviewed the preliminary environmental conclusions and noted that there are no significant impacts that cannot be mitigated. There are more opportunities for natural storm water treatment in these alternatives and the most property take is with Alternative C; Alternative A would require the least land taking. He noted that there will be mitigation plans for all potential construction effects. As far as funding, the first phase was 88% funded by non-City sources. Currently in the CIP, he said there is \$32 million in grants with an unfunded gap of \$40 to \$50 million. He said there are many opportunities for funding, including the Regional Transportation Investment District (RTID) ballot measure, which designates \$40 million for Aurora Phase 2. Additionally, he pointed out that the City is currently pursuing grants with King County Metro, Federal Transit Authority (FTA), Transportation Improvement Board (TIB), WSDOT, and the Federal Highway Administration (FHWA). The next steps for the Aurora Corridor Phase 2 are to finish the environmental phase in 2007, begin purchasing the right-of-way property and finish the design in 2008, and start construction in 2009.

Mr. Olander recognized the Aurora Corridor staff team, made up of Kirk McKinley, Kristen Overleese, Alicia Sherman, Mark Relph, the ABT Team, the ABC Team, and all property and business owners located on Aurora Avenue North. He said he is pleased with the community and the City staff involvement. He noted that if everyone involved can be respectful of each others opinions and ideas we all can come to reasonable compromises. This project, he commented, has helped build friendships and community. He personally thanked everyone who contacted the City staff or the City Council and thanked them for their patience and understanding.

Mayor Ransom called for public comment.

#### PUBLIC COMMENT

(a) Don Ding, Shoreline, on behalf of the ABC Team, said he has over 35 years in transportation planning with many projects similar to the Aurora Corridor. He thanked and recognized individual ABC Team members. He said the Aurora Corridor improvements will enhance the livability and attractiveness of Shoreline. He said the mission of the ABC Team is to provide public input and outreach to neighbors and



businesses, to review the environmental information and alternatives, and to develop a position on the alternatives. The ABC Team had 11 meetings and in these meetings the team worked with City staff and consultants on topics which included land use issues, right-of-way, storm water issues, traffic, utilities, design, alternatives, and construction impacts. All opinions were investigated and reviewed. In the end, the ABC Team did a comprehensive review of the information and unanimously supported the flexible alternative. He concluded that this project has been one of the best examples of corridor development he has ever seen. He commented that everyone has done an excellent job.

(b) Rick Stephens, Shoreline property owner, said the ABC Team had a goal and came to a consensus among diverse groups, so the City could submit a unanimously supported categorical exemption. The City staff took the time to understand the concerns of the community and brought forth an acceptable plan for community-based project. He discussed the SEPA/NEPA review and said the consultant from SvR Design who is doing the storm water presented a number of ideas that were commented on by the members of the group. He said the City staff came up with a storm water toolkit that can be used in key spots along the corridor. This, he commented, was truly forward, progressive thinking, which has also been done in Portland. He noted that there wasn't an economic review done on the first mile of the Aurora Corridor. He said he is looking forward to viewing the reports from Phase 2. He said there has been some in-depth discussions and analysis on how this road will affect businesses, and he is very pleased with the City's consultant, Mr. Easton, who is very knowledgeable and understanding of how this project will affect small businesses. He stated that the Aurora Corridor businesses need accessibility, visibility, and ample parking. The implementation strategies (32 points) are great because they give the City staff room to manipulate and make solutions. He thanked the City Manager and the City staff.

(c) Dale Wright, Shoreline, Chair of Vision Aurora, stated that 1,050 people want this vision to be achieved in all three miles of the project. The community's vision and goals were identified during the three year public process that included more than 300 public meetings. So far, he commented that the project is a success and the City staff is recommending the draft flexible plan design. He stated that Vision Aurora recommends adoption of basically the same plan. The plan retains all design components that are necessary to achieve the community visions and goals. He commented that all three miles will look the same when completed. The implementation strategies have been derived from the 32 points and there have been a few changes to respond to different conditions in Phases 2 and 3. These revisions contain primarily the removal of amenity zones for specific properties to prevent removal of buildings and retain parking. He concluded that Vision Aurora endorses the staff recommendation and he strongly urged the City Council adopt this plan.

(d) Judy Smith, Shoreline, said she is speaking as the President of the Shoreline Chamber of Commerce. She read a letter on behalf of the Chamber. The Aurora Corridor project has restored the Chamber's faith in the system and people have put aside their differences to work for the good of the community as a whole, she read. According to the letter, the Chamber of Commerce resolved that the new hybrid plan is

best and is the most responsive to Shoreline business concerns. She added that the Chamber is pleased that the City staff has a willingness to learn lessons from Phase 1. Furthermore, she thanked the members of the ABC Team and looks forward to working with them.

(e) Scott Jepsen, Shoreline, representing Pro Shoreline, stated that he served on the Council for 11 years and was the Mayor for six of them. He thanked the City staff, especially Kirk McKinley, Kris Overleese, Alicia Sherman, Mark Relph, and the ABC Team. He commented that the project is consistent with the vision and leadership established by the City Council in 1999 when the original 32 points were adopted. He noted that past critics are now supporters of plan with minor adjustments of the first mile. Just as in the first mile, the staff recommendation features underground utilities, new lighting, 7-foot sidewalks, business access and transit (BAT) lanes, intersection safety improvements, planted medians, and the flexibility to modify the design to reduce business impacts in limited locations. He read a letter from Pro Shoreline to the City Council. The letter supported the staff recommendation and read that the citizens want to continue working on the design, safety, environment, and economic development along the Aurora Corridor. Pro Shoreline, he said, supports the staff recommendation. He noted that Ordinance 326 was adopted in 2003 and stipulated that the improvements from 172<sup>nd</sup> Avenue NE to 192<sup>nd</sup> Avenue NE were to move to the east. He said the completed first mile of Aurora Avenue North has stimulated tremendous business re-investment. Therefore, he concluded that Pro Shoreline is supportive of the City staff recommendation, as it is consistent with the completed section of Aurora. The City staff should evaluate the trade-offs between paved medians and planted medians for left turns. He said there has been a 14% increase in left turn pockets in Phase 2 and this will increase paved impervious surface making it hard to take advantage of surface water improvements. Finally, he hoped the Council acknowledges the benefits of the completed first mile and votes to support the City staff recommendation.

(f) Dan Mann, Shoreline, commented that he is a Shoreline resident and business owner. He said he lives about 200 yards from Aurora Avenue and isn't representing any particular group. He announced that he is the founding member of the Aurora Merchants Association and a past president of the Chamber of Commerce. He thanked the City Council, the City Manager, and City staff for involving the residents and businesses in deliberations. He also added that the plan is setting a high standard for Kenmore, Seattle, Bothell and other autocratic jurisdictions. He noted that the first mile was costly due to a waste of resources and energy. He said the merchant-citizens are grateful for the changes relating to business access. He highlighted that the merchants have never changed their position "since day one." Access, he pointed out, and increased visibility allows property values to increase. Additionally, the left turns along the road allow for fewer u-turns at the intersections, thus making for fewer vehicles at traffic signals. He hoped that the collaboration between the residents, businesses, and the City staff will continue. He concluded that the merchants along Aurora Avenue support this plan and asked that the Council endorse it.

(g) Bob Phelps, Shoreline, speaking on behalf of the Shoreline Historical Museum, noted that there are 15 historic properties near the Aurora Corridor, and the City should make every effort to preserve and minimize the impacts to them. The 15 sites are on or near the next phase of the Aurora Corridor Project. These properties include the north trunk road (Ronald Place red brick road), which was finished in 1913 and provided the roots of Shoreline's economic success. He said there are several other landmarks such as the Erickson House, which won the Trillium Heritage Award from the Shoreline Historical Museum. Additionally, the Echo Lake Tavern was built in the 1920's and is a rare example of a commercial building from that time period. He concluded that regardless of which plan is chosen, the Council should work to preserve the rich heritage in Shoreline.

(h) Chris Eggen, Shoreline, expressed support for the flexible plan. He said the plan has BAT lanes and there is a need for rapid transit capability. Other items such as the natural storm water management and access to businesses are so important to this project, he said. However, the job isn't done and the project still lacks \$50 - \$60 million in funding. He urged the citizens to contribute to the project if they support it.

(i) William Vincent, Shoreline, said he is an ABC Team member. He has lived here since 1973 and has learned a lot about Shoreline. He commented that he has two interests, and the first one is politics. He noted that he witnessed the political impacts of first 1.2 miles and that it upset the Council. His second interest is history and it would be foolish if the City doesn't learn from the mistakes made in Phase 1. He noted that the Chamber of Commerce thoughts have changed, but he believed the events that have happened in the first phase have been "seared" into the minds of people that it won't happen again. He endorsed the flexible plan.

(j) Virginia Paulsen, Shoreline, reminded everyone of cost considerations. She said one of the early estimates was \$21 million and as of July 3, 2007 the project has cost \$39 million which is \$119,000 over the projected cost. The full costs of Phase 1 are not yet known. Aurora Corridor Phase 2 has an estimated cost of \$93.4 million plus \$12 million for utility improvements; currently less than half of the funding is available. She said the construction cost increases are concerning, especially since there are declining resources available. She said the Shoreline CIP also stated that Shoreline citizens and business could be expected to pay for cost overruns and she reminded everyone that they will be paying for it.

(k) Pat Scott, Shoreline, said she has lived on the same property here in Shoreline for 65 years and has a very strong interest in the project. She thanked Kirk McKinley and Kris Overleese for all their work on the project. She asked to see the North 196<sup>th</sup> slide and said she is opposed to the plan to put a stoplight at 196th and Aurora. She said she is being asked to give up 20 - 40 feet of right-of-way to provide an entrance for an eight-unit condominium. She commented that motorists have always used 195<sup>th</sup> for access. She encouraged the Council to come out and look at the property. She is concerned with the environmental impact of destroying trees and urged the Council to keep it as an historic site.

(l) Robert Scott, Shoreline, said he has been a resident for 40 years. He is also concerned with traffic going down to Echo Lake Place. He said his family wasn't contacted about this item until March 2007. Since then, he said he spoke with Kirk and Kris and has had several conversations with them. He said the State wants to close off Echo Lake Place and doesn't want a five-way intersection there. He suggested that the City close off Echo Lake Place and put an access road down to Echo Lake Place for the condominiums. He stated that even with Echo Lake Place being closed they would still be able to exit from 195<sup>th</sup> Avenue into the BAT lane.

(m) Kim Scott, Shoreline, said she sent an e-mail to Councilmember McGlashan and discussed its highlights. She is concerned about the proposed light at 196<sup>th</sup> Avenue NE. She felt strongly about the property at 19502 Aurora Avenue N. She said a road traversing the property would be very upsetting and doesn't see any benefit in that happening. This would divert traffic from 195<sup>th</sup> Avenue NE onto Echo Lake Place. Echo Lake Place isn't a through street, therefore it can't be used as an alternative to Aurora, she commented. She noted that she has spoken to the condominium residents and they believe this proposal is creating a new problem. They felt it would be easier to install a new light at 195<sup>th</sup> instead of 196<sup>th</sup> Avenue NE. She reminded the Council that one of the properties that may be affected in this plan is a Trillium Award winner and has historical significance in the City of Shoreline.

(n) LaNita Wacker, Shoreline, supported the hybrid plan. She added that in horticulture you take the best qualities of plants to make a new one. This plan does that, she said. The trees are the best part of this plan. Trees filter the water and the air, she added. She felt that the addition of the trees in the center median is critical because they provide a safety zone for pedestrians and an amenity zone which causes separation between vehicles and pedestrian traffic. The u-turn lanes and pockets allow for reduction in rear-end accidents. She concluded that the Scott family should work with Kirk to come to some agreeable solution. She commended Kirk McKinley for his efforts and Dale Wright for his efforts with the public.

(o) Pam Meeth, Shoreline, expressed concerns about the cost and financing of the project. She asked if there were any estimates of costs done between the various alternatives. Additionally, she wondered if the City was going to wait until grants are received before beginning the project. She asked if there was a fallback plan and if the cost overruns are shared by the City and State. She also asked what a discipline report was.

(p) Peter Berquist, Shoreline, commented that he has been a resident for 42 years. He commended everyone for their work on the first phase of Aurora Avenue N. He commented that it is beautiful and a credit to the City. He said he has noticed an increase of new construction, new businesses, upgrading, and lot of money being spent due to what is taking place on the corridor. He highlighted that the Council should support the flexible plan because it is consistent with Aurora Phase 1.

(q) Harley O'Neill, Shoreline, thanked the members of previous City Councils. He supported the flexible plan and is pleased the business community came together. He commented that the City of Shoreline has something to be proud of. He said he was involved in this 10 years ago and those involved have done a great job. He again thanked the Council, past and present.

(r) Dennis Heller, Shoreline, said he has been a resident for 15 years and congratulated everyone involved in the project. He supported the hybrid alternative. He pointed out that a year ago there was a feeling that the City would end up with the Lynnwood alternative. He thanked Dale Wright. He added that this work is being done for the future generations and thanked everyone who has worked on this project.

(s) Paulette Gust, Shoreline, supported the flexible alternative because it is consistent with the first phase. She thanked the past Councilmembers for their support.

(t) Gretchen Atkinson, Shoreline, stated she is an ABC Team member. She commented that the ABC Team wants a safe and beautiful Aurora Avenue Corridor that enhances the business community and provides environmental solutions. She noted that the team discussed environmental solutions and researched other water purification systems. The group discussed its ideas on construction management and improving traffic flows, which should relieve some of the issues during the difficult construction period. She said this flexible plan takes the best of all plans. The plan, she added, is business-friendly and narrows sidewalks to preserve property where possible. She added that this decision to move forward carries out the vision that early Council members supported. This project is 80 - 90% funded, she announced, and it is a big bonus to citizens. She expressed her support for the modified plan and is pleased KPG will be part of the design team.

(u) Cindy Neff, Shoreline, supported the hybrid plan and thanked the City Council of 1999 for having the vision to look forward 50 to 100 years into the future. She added that the first phase is great and hoped the City continues on this positive trend.

(v) Joe Ripley, Shoreline, congratulated the City staff, City Manager, and City Council on this accomplishment. However, he said he is concerned about the big gap in the financing and hoped it can be worked. He supported the flexible plan.

(w) Evan Voltsis, Shoreline, said that he remembers when there was about a 50/50 split on whether to develop the Aurora Avenue Corridor. He added that it is nice to see that the City has come together, noting that the positive motion is from the City's leadership and City staff. He supported the draft recommended plan. He is concerned about the Seattle City Light (SCL) issue. He added that he has been logging his calls to the City and said he has called Kirk McKinley about fifty times. He thanked Kirk for his responsiveness. He empathized with the Scott family and has confidence that the City will work out the issues with them. He invited everyone to the YMCA groundbreaking.

(x) Cheryl Lee, Shoreline, said she chose to live here because of the community; she enjoys living in Shoreline. She said she loves driving down Aurora Avenue now. She commented that people are noticing the differences. She said it takes courage and effort to come together and she commended the participants for that. Additionally, she said the City has demonstrated that it can receive grants, so she is confident the City will raise the money for the project. There were lots of lessons learned in the first phase, and the City will finish the dream. She encouraged everyone to think about the next 50 - 75 years.

(y) Stan Terry, Shoreline, said that since 1971, the Seattle side of Aurora Avenue has been a derelict business community. However, at 145th Avenue it turns into a community where the people and their government care. He said this really shows in the quality of work on the first phase. He commended City Manager Bob Olander, Kirk McKinley, and the City staff for a job well done.

**There was Council consensus to keep this item open for written comments until noon on Friday, July 20.**

Mr. Olander said there was a request to answer questions regarding the project. He said Mr. McKinley will address them. However, he reminded everyone that this is the beginning of project. He noted that there will be time to pursue other funding and address unresolved issues.

Mr. McKinley said that the first mile was 88% funded by other sources. Additionally, SCL has paid \$5 million for the undergrounding work on the first mile. He noted that the CIP has segmented out utility costs from the road costs for Phase 2 and 3. Additionally, the CIP also includes \$40 million, and \$10 million of this is from Roads Capital. He planned on spreading out this \$10 million over the next two years. He is confident that the City can get funding because it is a regional transportation priority. He commented that the Regional Transit Improvement District (RTID) has \$40 million for next two miles.

**Deputy Mayor Fimia departed the meeting at 8:55 p.m.**

Mr. Olander said that the City staff will bring back alternatives for phasing and funding by September. He noted that there is very strong regional support for Highway 99 projects such as those in SeaTac, Kent, Federal Way, and Burien. He was optimistic that the City will continue to receive State funding. Transit Now, he outlined, will provide more rapid transit services, and this project qualifies for Federal Transportation Administration (FTA) money. He added that the City has been very successful in the first phase at the federal level, even with a mixed Congress. He believed our congressional delegation could secure the needed funding. He said the City staff is very optimistic that the funding can be obtained and that the City only paid 12% of the total cost for the first phase, so the City is successful in leveraging grants. He pointed out that a stronger, more unified community sends a stronger political message and obtaining grants should not be a problem. If all fails, he said, the City will have a fallback plan to build what the City

can afford and look at the alternatives. He pointed out that if Shoreline doesn't receive the grant funding, then some other community will. He felt the City would do well because the City ranks highly because of the need.

Mr. McKinley introduced Jennifer Barnes from Jones & Stokes. He said a discipline report is a technical analysis of several different disciplines. Types of disciplines include transportation, traffic, storm water, economics, cultural historical resources, wetlands, noise, hazardous materials, etc. When these reports are available they are submitted to the State, he said. When the State of Washington is satisfied with them, they approve them and release them back to the City. Currently, the City has received two of them back and is awaiting 10 more. They will be posted on the City web site when complete.

Councilmember Ryu asked if Seattle Public Utilities was going to pay for the cost overruns or will it be recovered from ratepayers.

Mr. Olander responded that in the first phase, SPU used the opportunity to upgrade water lines; it hopes to do same for the next two miles. All the utilities are self-funding, meaning that the rates go to operating or capital costs. A couple of years ago, SPU decided to capture those costs from Shoreline; however, Shoreline won't pay for undergrounding in other areas. He concluded that SPU does add something to the rate structure.

Councilmember Gustafson said he would submit his questions in writing and provide them to the City Manager for answers. He read a letter from a resident in favor of the Aurora Corridor. He also thanked everyone for coming to speak as well as former Councilmembers who started this vision in 1999. He thanked Mr. Wright for ensuring the vision continues. He noted that the City will be providing something for the future. He urged the City staff and everyone involved to "do it right."

Councilmember Hansen announced that he won't be at the Council meeting next week. He said he will provide a written statement for the Council supporting the flexible, hybrid alternative.

Councilmember Way thanked the citizens, businesses and City staff on the flexible alternative plan. She commented that it is a miraculous outcome. She was pleased that certain aspects will actually allow it to be a true environmental improvement for the Aurora Corridor, Echo Lake, and the whole community.

Councilmember McGlashan thanked everyone for coming to the meeting. He said the community and the City staff have come up with very workable solution.

Councilmember Ryu commented that she got involved in the first mile and "survived." She felt that the first mile processes weren't made visible to the public. She added that there are 14% more access points; however, the City still needs to have more permeable surfaces and a more environmentally-responsible plan. She said she is looking forward to implementing the plan. She appreciated the staff and their efforts to understand the

concerns from the community. She thanked people for their flexibility in their discussions on this and supported the flexible alternative. She asked for an explanation concerning the intersection at 195<sup>th</sup> Avenue N.

Mr. McKinley said this intersection was initially designed to turn 195<sup>th</sup> Avenue N. into a five-way intersection and shut down Firlands Way southbound to deter speeders in the neighborhood. However, the State wouldn't approve a signal at a five-way intersection. The City responded with several alternatives and the State felt the option shown was the most reasonable.

Councilmember Ryu thanked the Scott family for their patience and expressed confidence that the City staff will keep working with them.

Mr. Olander said the City staff will work on it; he noted that all the build alternatives had the same impact on the Scott property.

Councilmember Ryu appreciated the economic discipline reports. She pointed out that the City has to address it under NEPA. She commented that there is much less angst with this portion of the Aurora Corridor. She said she appreciated the efforts of the City staff and the Council.

Mayor Ransom commented that this has been very long 12 years and he has been here since the original Council. He described this item as a "lovefest," with nothing but support and agreement coming from the residents. The City has resolved its differences, he said. He added that he is very appreciative of the RTID, which has \$40 million in it. He said the City will receive this funding in 2008 if it passes; if not, then hopefully other grants will come in. He commented that the Aurora Corridor looks wonderful.

## 7. ADJOURNMENT

At 9:28 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, September 4, 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; Jesus Sanchez, Public Works Operations Manager; Debbie Tarry, Finance Director

**GUESTS:** OPUS/LMN Architects Design Team: P.J. Santos, Walt Nehoff, Bernie O'Donnell, Jim Napolitano; Bill Angle, Vice President of Government Services, Colliers International

Mayor Ransom called the meeting to order at 6:15 p.m. with introductions around the table.

Jesus Sanchez, Public Works Operations Manager, began the meeting with a presentation of the proposed Civic Center/City Hall design concepts and guiding principles. Staff and the development team presented a number of options and recommendations to the Council on site layout and design. They also discussed parking options and relative costs, draft guiding principles, and cost options for added "shell" growth space. They outlined the three primary design concepts: 1) the "West L"; 2) the "East L"; and 3) the "Bar." There was public consensus at the community meetings held earlier this year that the frontage corner at 175<sup>th</sup> and Midvale Avenue N. seemed to be the most critical placement for the civic center.

The Council discussed the advantages and disadvantages of the various design concepts for the building and parking options. Following this discussion, Mayor Ransom summarized Council consensus supporting the draft guiding principles, the West-L design concept, and 2-story structured parking in the eastern portion of the site to create more open space on Midvale Avenue N.

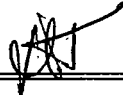
Mayor Ransom declared the meeting adjourned at 7:30 p.m.

---

Scott Passey, City Clerk

## CITY COUNCIL AGENDA ITEM

### CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Approval of Expenses and Payroll as of September 12, 2007
<b>DEPARTMENT:</b>	Finance
<b>PRESENTED BY:</b>	Debra S. Tarry, Finance Director 

### EXECUTIVE / COUNCIL SUMMARY

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

### RECOMMENDATION

Motion: I move to approve Payroll and Claims in the amount of \$989,826.85 specified in the following detail:

#### **\*Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
8/12/07-8/25/07	8/31/2007	20468-20658	6811-6868	33816-33825	\$460,792.19
					\$460,792.19

#### **\*Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
8/29/2007	33795	33814	\$29,801.53
9/6/2007	33815		\$684.00
9/10/2007	33826		\$388.84
9/10/2007	33827	33830	\$58,815.25
9/11/2007	33831		\$3,850.00
9/11/2007	33832	33861	\$399,273.74
9/12/2007	33862	33885	\$36,221.30
			\$529,034.66

Approved By: City Manager \_\_\_\_\_ City Attorney \_\_\_\_\_

This page intentionally left blank.

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

**AGENDA TITLE:** South Echo Lake Property Discussion  
**DEPARTMENT:** CMO  
**PRESENTED BY:** John Norris, Management Analyst

**PROBLEM/ISSUE STATEMENT:**

Echo Lake Buffer Associates, LLC, the property owner of the South Echo Lake buffer property, has submitted a proposal to the City Council whereby they would donate the buffer property to the City of Shoreline. The proposal also states that the City, not the property owner or Inland Construction, the developer of the South Echo Lake mixed-use development, would be responsible for the work called out for in the Contract Rezone Agreement for the Echo Lake buffer area.

**ANALYSIS CONDUCTED:**

The Shoreline City Manager has directed that a cost-benefit analysis of this proposal be conducted so that the Council has more information in order to make an informed decision on whether to accept this property proposal. In conducting the cost-benefit analysis of the Echo Lake Buffer Associates, LLC proposal, two alternatives have been analyzed: 1) accept the property owner's proposal, and 2) reject the proposal. Information will also be provided regarding potential future uses of the SELBP and whether or not these uses are compatible with the Contract Rezone Agreement and Critical Areas section of the Shoreline Development Code.

**FINANCIAL IMPACT:**

If the Echo Lake Buffer Associates, LLC proposal is accepted, the estimated financial impact would be \$353,250 in one-time capital funding and \$24,128 in on-going capital and operational funding. If the proposal is rejected, there will be no financial impact to the City.

**RECOMMENDATION:**

Staff recommends that the City reject the Echo Lake Buffer Associates, LLC proposal.

Approved By: City Manager  City Attorney \_\_\_\_\_

## **INTRODUCTION**

On April 17, 2007, Echo Lake Buffer Associates, LLC, the property owner of the South Echo Lake buffer property (also referred to as Tract A) abutting the South Echo Lake mixed-use/YMCA development to the north, submitted the following proposal to the Shoreline City Council regarding the buffer area (Attachment A). The proposal includes the following conditions:

- 1) Echo Lake Buffer Associates, LLC would be willing to donate this parcel to the City of Shoreline if, in return, they were to receive documentation that would satisfy the IRS that a gift was made in and valued at a mutually agreeable amount.
- 2) As further inducement for Echo Lake Buffer Associates, LLC to donate the land, the City of Shoreline would not require Inland Construction, Echo Lake Associates, LLC, or members of Echo Lake Buffer Associates, LLC to do any of the work called out for in the Contract Rezone Agreement for the Echo Lake buffer.
- 3) The buffer area would be named Rotary Park, although there would be no liability to the local Rotary Clubs, Rotary District 5030, or Rotary International because of this naming. The two local Rotary Clubs would hope to be able to work with the Shoreline Park Department to make improvements that would be enjoyed by the entire Shoreline Community. This naming would allow the Clubs to install signage, approved by the City of Shoreline, naming the Park, Rotary Park.

The Shoreline City Manager has directed that a cost-benefit analysis of this proposal be conducted so that the Council has more information in order to make an informed decision on whether to accept the property proposal. This staff report will outline information about the buffer property, provide the cost-benefit analysis, analyze alternative courses of action, and provide a recommended course of action for the South Echo Lake property proposal.

## **BACKGROUND**

The South Echo Lake Buffer Property (SELBP) is a 66,822 square foot property that is directly south of Echo Lake and encompasses approximately 245 feet of the lake's shoreline (Attachment B). The property serves as the mandated wetland buffer between Echo Lake, a Type II wetland, and the South Echo Lake Properties (SELP) and YMCA property. The SELP is being developed to feature approximately 469 multifamily housing units in three buildings in the interior and on the east on the site, and two commercial buildings with apartments above the commercial space at the corner of Aurora Avenue and N. 192<sup>nd</sup> Street. The YMCA property in the northwest corner of the site is being developed with a new YMCA building and onsite parking. (Attachment C).

On June 30, 2005, the City of Shoreline and the Echo Lake Associates, LLC entered into a Concomitant Rezone Agreement and Covenant running with the land (Contract Rezone Agreement) for the entire South Echo Lake property (including the buffer property) with conditions affecting how the site was to be developed. Staff has been working with the developers of the property since April 2006 to ensure that the Contract Rezone Agreement conditions are met. In total, 19 conditions exist in the Contract

Rezone Agreement. However, condition numbers 3, 8, 9, 10, 11, 12, 13, and 19 specifically relate to the SELBP portion of the site and affect how the SELBP will be constructed as a buffer that allows for public access. These conditions are as follows:

3. Developer shall provide a 115-foot buffer around the wetland.
8. The developers will secure the services of a certified wetland biologist to direct the design of the enhancement and restoration plan for the shoreline of Echo Lake. The plan shall be based upon and consistent with the Department of Ecology's (DOE) "Best Available Science for Freshwater Wetlands Projects," Volumes One and Two. Subject to City approval, the developers will implement this plan.
9. The developers will not take any actions that result in further significant degradation of the wetland or buffer. The developers will use their best efforts to preserve and enhance the existing higher quality shoreline areas at the eastern and western boundaries.
10. The developers will restore and enhance all but a contiguous 70 feet of the lake shoreline, 10 feet of which will be used for a boardwalk to the lake. Within this 70-foot area, the developers intend to apply for a permit to construct a publicly accessible beach and dock.
11. The restored areas of the shoreline will consist of:
  - a. A 10-foot area along the fully submerged portions of the lake's shoreline that will be planted with native plants that are compatible with and will enhance the lake's ecology and wildlife.
  - b. A 10-foot area along the shoreline that has a sufficiently high water table to support native plants that are compatible with and will enhance the shoreline's ecology and wildlife. If necessary and supported by Best Available Science, some grading may be required to establish a new grade that will support wetland plants within this area. Any wetland area created in this manner shall not be considered new wetland boundary for the purposes of future buffer calculation. This requirement will not apply if the ground water is not sufficiently high to sustain moist soil-dependent plants.
  - c. A 55-foot area along the shoreline that is adjacent to the ten-foot area described above will be planted with native plants that are appropriate for wetland uplands areas and that support the lake's ecology and wildlife.
12. The developers will construct a boardwalk with public access through the buffer area. This boardwalk shall not intrude within the existing natural or newly restored areas described above. The boardwalk shall be constructed with kick-rails and signage to discourage public intrusion into the natural areas, and shall utilize materials and construction methods that are based on Best Available Science for natural and wetland areas. The public access shall be ensured through perpetuity through the appropriate legal document.

13. The developers shall ensure that all plantings are established and self-sustaining. The developers will implement a monitoring and maintenance plan, for two years, consistent with the wetland biologist's recommendations.
19. The developers will provide public access from Aurora Avenue on the northern half of the site from the Aurora Avenue Frontage to the boardwalk along the lake. This public access shall be ensured through perpetuity through the appropriate legal document.

Based on these Contract Rezone Agreement conditions and the approved buffer enhancement plan, it is understood that the SELBP will radiate from the lake's edge and will contain a 55-foot area containing native plantings, a 10-foot boardwalk connecting the Interurban Trail and Aurora Avenue adjacent to this area, and an 50-foot unaltered area beyond the boardwalk that is subject to the Critical Areas section of the City's Development Code for Type II wetland buffer areas. Certain activities will not be allowed in this unaltered area, such as building, spraying, and other invasive activities. The boardwalk will also extend to the lake edge and all significant existing trees in the buffer will be preserved.

It is also understood that the SELBP owner shall ensure that all plantings in the buffer area are established and self-sustaining for two years by implementing a monitoring and maintenance plan. The improvements for public access, by contrast, are to be maintained in perpetuity, recognizing that access would be lost if the boardwalk were to fall into disrepair.

Generally, all areas of the SELBP are restricted to passive uses which are consistent with the purpose and function of a wetland buffer and do not detract from its integrity. The most likely degradation of the buffer area will be from the public venturing off the boardwalk and damaging plantings and littering. However, the boardwalk and buffer perimeter will be signed with information relating to the sensitive nature of the buffer.

### **COST-BENEFIT ANALYSIS**

In conducting the cost-benefit analysis of the Echo Lake Buffer Associates, LLC proposal, two alternatives have been analyzed: 1) accepting the property owner's proposal, and 2) rejecting the proposal. Information will also be provided regarding the potential future uses of the SELBP and whether or not these uses are compatible with the Contract Rezone Agreement and Critical Areas section of the Shoreline Development Code.

#### **Evaluation Criteria:**

In this analysis, the only costs or benefits that have been quantified are the costs of building and maintaining the required elements of the Contract Rezone Agreement if the SELBP were to be owned by the City. Although many of the benefits identified in this analysis provide potential community and social value, due to the fact that these values are less tangible, assigning a monetary value to these benefits is a challenging task. However, all benefits will be judged by the following weighted criteria, which are ranked below from most important to least important: 1) maintains public access, 2) allows for public ownership in perpetuity (and henceforth unilateral decision making on property upgrades), and 3) allows for property upgrades.



**Benefits of Accepting Proposal:**

There are two general benefits of accepting the property owner's proposal: public ownership in perpetuity and the security of public access. Public ownership enables potential improvements to the SELBP that exceed the requirements of Contract Rezone Agreement without further negotiation with the property owner, as long they are allowable under the Contract Rezone Agreement, City Development Code and other applicable laws. Improvements such as this might entail various enhancements to aid in the creation of a more formal City Park/Open Space, such as additional boardwalk and dock construction, the addition of benches and/or tables in the boardwalk, and decorative fencing. Ownership of the site might also be beneficial if ownership of other lake front property along the east side of the lake is secured by the City over time, creating a linkage with Echo Lake Park to the north to form a contiguous park area around most of the lake.

However, as the SELBP is a buffer to a critical area wetland, the allowable uses of the site are fairly restricted. As per the Critical Areas section of the Shoreline Development Code, "Buffers shall consist of an undisturbed area of native vegetation established to achieve the purpose of the buffer. Low impact uses and activities which are consistent with the purpose and function of the wetland buffer and do not detract from its integrity may be permitted within the buffer depending on the sensitivity of the wetland.

Examples of uses and activities which may be permitted in appropriate cases include trails constructed in a manner to reduce impervious surfaces, viewing platforms, and utility easements; provided, that any impacts to the buffer resulting from such permitted activities are fully mitigated." Based on this, the number and type of improvements that meet the requirements of the Contract Rezone Agreement and Development Code are limited. For instance, improvements that are permanent, such as benches or picnic tables cemented in place, or improvements that promote high-impact recreation activities that would disturb the buffer would not be allowed.

City ownership of the SELBP also ensures that public use, access, or enjoyment of the buffer area will be maintained in perpetuity. Although public access is mandated in the Contract Rezone Agreement, if the property is in public ownership, it is potentially less likely that the public access infrastructure would fall into disrepair or the buffer area itself would become disturbed, as City Parks Department staff would most likely monitor and maintain the property. City ownership also guarantees that there is no possibility that the current owners of the SELBP would restrict public use, access, and enjoyment of the SELBP site. Although the current property owners would not be able to restrict public access, the need for administering and enforcing the Contract Rezone Agreement is removed.

**Costs of Accepting Proposal:**

The costs of accepting the SELBP proposal can be divided into two types: one-time capital costs and on-going operational and capital costs. The rough estimate for one-time capital costs is \$353,250, while the rough estimate for on-going operational and capital costs on an average yearly basis is \$24,128.

**One-time Capital Costs:**

One-time capital costs include the estimated planning, project management, restoration and construction cost of the work identified in the Contract Rezone Agreement for the

SELBP. These capital cost estimates were derived from analysis completed by Raedeke Associates, Inc., the environmental consulting firm that created the buffer property site plan for the property owner and developer. Their estimated costs were developed on the schematic wetland mitigation plan that they prepared for the property owner in November of 2006 and on costs published in the 2007 RS Means Site Work and Landscape Cost Data Manual. Construction cost data that has been presented in the estimate is also not intended to represent the lowest prices for each type of construction, but rather be representative of the average or typical construction costs.

The capital cost estimates have been itemized as follows:

<b>Project Element – Design Portion</b>	<b>Cost</b>
Project Management	\$2,800
Overall site planning and design for the entire buffer area, including civil and structural engineering, geotechnical report, landscape and hardscape plans, outside agency shoreline permitting (JARPA - Corps of Engineers, WA Department of Ecology, WA Department of Fish and Wildlife) and coordination costs	\$36,300
Design of the enhancement and restoration plan for the shoreline of Echo Lake by a certified wetland biologist	\$6,900
10% reimbursable expenses for drawing and printing costs	\$4,600
City of Shoreline Permitting fees for the project	\$5,000
<b>Project Element – Non-Design Portion</b>	<b>Cost</b>
Site Mobilization and Demolition	\$28,510
Site Grading	\$4,230
Landscaping of the shoreline and 55-foot wetland buffer area between the shoreline and boardwalk, including site prep, installation of submerged native plantings, installation of near-shore plantings, installation of various planting types	\$27,969
Establishment and restoration of the 50-foot unaltered buffer area between the main east-west boardwalk and the 115-foot buffer setback line	\$19,710
Construction of the 485-foot east-west boardwalk that stretches across the buffer property which includes a pin foundation system, 10-foot wide decking, kick-rails, and installation costs	\$152,059
Signage to Discourage Public Intrusion into the Natural Areas	\$1,680
Site Furnishings	\$5,600
<b>Project Element – Overhead and Tax</b>	<b>Cost</b>
14% Contractor overhead and profit on the non-design portion of the project elements	\$33,566
8.9% Sales tax on the non-design portion of the project elements plus contractor overhead/profit	\$24,326
<b>Total (Not Including Contingency)</b>	<b>\$353,250</b>
<i>15% Contingency on the non-design portion of the project elements</i>	<i>\$35,964</i>

It should also be noted that if the 188-foot boardwalk section that runs perpendicular to the east-west boardwalk and the accompanying pier/dock are constructed, it is estimated that an additional \$59,077 in construction costs and \$17,000 in outside

agency permitting costs will also be incurred, in addition to higher overhead, tax, City permitting and contingency costs. However, this boardwalk section and dock are not expressly mandated in the Contract Rezone Agreement and therefore have not been included in this analysis.

Finally, it should be noted that the SELBP property owner has placed \$200,000 in escrow for the buffer construction improvements as insurance that these improvements will be accomplished. Thus, it is safe to use this lump sum as a low cost estimate for the mandated improvements that must be made to the SELBP.

*On-Going Operational and Capital Costs:*

The total estimated on-going operational and capital costs are \$24,128. This total estimated cost is derived from three sub-costs: operational maintenance costs, on-going capital costs, and monitoring and maintenance costs spread out over a 20-year time frame.

The estimated operational maintenance cost of the buffer property is roughly \$15,000 per year, which includes City staff time for unaltered buffer area plant care and maintenance, shoreline wetland buffer plant replacement and care, minor repair and pressure washing of the boardwalk, trash pick up, signage repair, graffiti removal throughout the entire site, utility costs for potential irrigation, and beach raking and clean-up, among other maintenance duties. This maintenance cost estimate was derived from the City's Parks, Recreation, and Cultural Services Department.

In addition to the operational costs, wetland maintenance and monitoring plan costs mandated in the Contract Rezone Agreement must also be incurred for the first two years after the site has been enhanced. These costs, as estimated by Raedeke Associates, Inc., are \$32,600, or \$16,300 per year. These costs include landscape maintenance, 10 site visits with field reports for construction monitoring, wetland monitoring with equipment gauges, and two compliance reports to the Army Corps of Engineers. For analysis purposes, this two-year monitoring and maintenance cost has been spread out over 20 years to correspond to the life span of some of the capital improvements to the site. This equates to roughly \$1,630 per year.

The estimated on-going capital costs relate specifically to the replacement of the boardwalk over time. The life span of the decking and kick rails of the boardwalk is estimated at 20 years, while the life span of the foundation, beams, joists and hardware is estimated at 60 years. Although the replacement cost depends on the cost of labor and the materials of the boardwalk, this analysis assumes that the boardwalk will be replaced using the same materials and constructed in the same fashion as initially completed. The one-time capital cost estimate provided by Raedeke Associates, Inc. for the boardwalk construction was estimated at \$152,059, with foundation, beams, joists and hardware estimated at \$43,142, decking and kick rails estimated at \$51,895, and installation (60% of material costs) estimated at \$57,022. With an assumption of the life span of the boardwalk decking as mentioned above, a continued estimated installation cost of 60% of material costs, and an inflation rate of 3%, the estimated boardwalk decking replacement cost would be \$149,965. Actualized on a yearly basis over the life span of the boardwalk decking (20 years), this would be roughly \$7,498 per year. Although this analysis does not calculate the foundation, beam, joist and hardware replacement costs, it can be assumed that the entire boardwalk would

probably need to be replaced every third time the boardwalk decking was replaced, increasing costs in the long-term.

It should also be noted that there is no estimated loss of property tax revenue if the SELBP were to be in public ownership. The SELBP is designated as a critical area buffer and is specifically designated as a tract of land associated with the other distinct parcels of the SELP and YMCA property. Thus, the tract has no assessed monetary property value, regardless of whose ownership it is in.

#### **Benefits of Rejecting Proposal:**

There are two primary benefits of rejecting the proposal: mandated public access through the buffer property and enhancement of the buffer with no development and maintenance costs incurred by the City. If the property were to remain in private ownership, City residents and other individuals would retain the right of public access on the property in perpetuity. Public access would be guaranteed through the public access connection from Aurora Avenue N. to the boardwalk and along the main east-west boardwalk to the interurban trail. Additionally, the City of Shoreline would incur no financial costs associated with the restoration and construction conditions in the Contract Rezone Agreement and no on-going operational or capital costs.

Although the current property owner may not maintain the property to the same standard as the City, the property would still require some periodic maintenance, and the boardwalk would have to be replaced at some point as public access would be lost if it were to fall into disrepair. It should also be noted that public ownership of the SELBP may be able to be achieved in the future if the current proposal is rejected.

#### **Costs of Rejecting Proposal:**

If the City were to reject the property owner's proposal, no additional site improvements would be able to be made to the property without negotiating with the property owner. Thus, the City could not mandate additional improvements to the SELBP beyond the improvements made by the property owner as per the minimum requirements of the Contract Rezone Agreement. Additionally, any potential future linkages with Echo Lake Park or other lake front property, if secured by the City for public ownership, might be complicated without full City ownership of the SELBP.

There is also no assurance that public access and enhancement of the buffer area will be maintained to a standard acceptable to the City. Although public access is mandated in the Contract Rezone Agreement, if the property remains in private ownership, the potential exists for the public access infrastructure to become dilapidated or aesthetically displeasing and the buffer area itself to become disturbed. Although the state of the buffer might still provide for public access, it might not be inviting or be perceived as a high quality community asset. However, the SELP developer would most likely not want the SELBP to become dilapidated, as the state of the buffer property would probably affect their property values and the quality of life of the residents living in the developed housing on the SELP site.

#### **Future Uses of the SELBP:**

In addition to these costs and benefits, the potential future use of the SELBP if under public ownership and whether or not these uses are compatible with the Contract Rezone Agreement and Critical Areas section of the Shoreline Development Code

should also drive decision-making in deciding whether or not to accept the SELBP proposal. Although there currently may be various ideas regarding what uses the SELBP should accommodate once enhanced; whether a more traditional City park with open public access off of the designated boardwalk, or a more restricted, less built-out site with access limited to the boardwalk only, the prevailing future use must ultimately align with the allowable uses of the SELBP site and conform to the limitations that exist at the overall SELP site. The creation of a traditional City park for instance, with fixed benches and picnic tables outside the boardwalk area, designated parking and restroom facilities, and other fixed amenities such as gazebos, would most likely only be accomplished if an additional piece (or pieces) of property outside the buffer area were obtained for these features and formal agreements could be reached with non-City entities, such as the YMCA, regarding the use of parking and restroom facilities.

Furthermore, if the buffer property were to be owned by the City of Shoreline and operated and maintained by the Parks, Recreation and Cultural Services (PRCS) Department as a City park with unrestricted access consistent with the Critical Areas Ordinance, City staff would recommend that certain design guidelines be implemented in the project design. Some of these design guidelines include:

- three public access points into the park area, two of which meet ADA accessibility standards,
- all permanent park amenities meet ADA accessibility standards, including but not limited to the boardwalk, asphalt walkways, and (if constructed) dock, beach access, picnic tables, and benches,
- the limits of the park shall be clearly defined physically and signed for public access,
- a minimum of ten parking spaces specifically designated for park users within a shared parking lot close to the park area,
- public access to the YMCA's lobby restrooms,
- material and construction method of the boardwalk shall be made of recycled plastic or other approved material that meets the Best Available Science for wetland areas,
- walkway leading from the Interurban Trail shall be a 10'-12' wide asphalt path that meets the existing design criteria of the Interurban Trail,
- fencing along the northern side of the boardwalk shall be visually transparent to be able to see the wetland area; signage shall be posted along the fence to discourage foot traffic in the wetland area,
- preference for no overhead structures like a gazebo within the park area,
- if allowed by the Department of Ecology (DOE), the developer shall install three to five park accessible benches along the south side of the boardwalk,
- trash receptacles shall be installed at each park access point and at the dock/picnic area (if constructed),
- if a beach access area is approved by the DOE, the beach shall be defined by an approved barrier such as a transparent fence that confines the public to the beach area only as to not disturb the restoration of the wetland and buffer area,
- drinking fountain with a dog bowl shall be installed at the entrance of the dock where the picnic area and access to the proposed beach are located (if constructed),

- interpretive signage at the entrance of the boardwalk area to educate the public about wetlands and native habitat and vegetation, and
- maintenance of snags and other native vegetation that encourages habitat for urban wildlife.

In deciding whether or not to accept the SELBP proposal, the City Council should identify future uses for the site that adhere to the requirements of the Contract Rezone Agreement and conform to the legal mandates of the Critical Areas section of the Shoreline Development Code. Council should also understand that if public ownership of the buffer property is desirable, alignment with the PRCS Department recommended design guidelines may want to be considered.

#### **ALTERNATIVE ANALYSIS:**

In the first alternative, the benefits of accepting the property owner's proposal meet all three weighted criteria, and allow the City significant control in enhancing and maintaining the site. This alternative would also allow for greater opportunity in upgrading the site beyond the requirements of the Contract Rezone Agreement, which provides more flexibility when exploring allowable future uses of the site. However the estimated cost of accepting the proposal would be very significant, and would require dedicated financial resources to construct the required enhancements and perform the required monitoring.

In the second alternative, the major benefit of rejecting the proposal is that there would be no financial cost incurred by City taxpayers to construct the enhancements on the site and maintain the property, allowing scarce public resources to be spent on other priorities. This alternative would also allow for guaranteed public access and connectivity between Aurora Avenue N and the Interurban Trail, meeting the highest weighted criteria. Although the site would not be in public ownership, public ownership would still potentially be able to be achieved in the future, and additional site improvements, such as some of the PRCS recommended design guidelines, may also be able to be achieved by negotiating their installation with the property owner. This alternative also aligns with the allowable uses of the site, as the property owner would only be required to enhance the site to the level set forth in the Contract Rezone Agreement.

#### **FINANCIAL IMPACT:**

As identified in the cost-benefit analysis, if the Echo Lake Buffer Associates, LLC proposal is accepted, the financial impact would be \$353,250 in one-time capital funding and \$24,128 in on-going capital and operational funding. If the proposal is rejected, there will be no financial impact to the City.

#### **RECOMMENDATION:**

Staff recommends that the City reject the Echo Lake Buffer Associates, LLC proposal.

## **Attachment A**

### **Echo Lake Buffer Associates, LLC Property Proposal**

April 17, 2007

Mr. Robert Ransom, Mayor  
City of Shoreline  
17544 Midvale Avenue North  
Shoreline, WA 98133

Dear Bob,

I would like to make the following proposal to the Shoreline City Council regarding the 66,822 square foot buffer area at the south end of Echo Lake.

1) Echo Lake Buffer Associates, LLC currently owns the buffer parcel at the south end of Echo Lake. I understand that this parcel contains 245 feet of water frontage along the lake and that this parcel comprises 66,822 square feet. At one time, the City of Shoreline was going to purchase this property along with property for their new City Hall. As most people know, property along Aurora is selling for \$30.00 and more per square foot. Echo Lake Buffer Associates, LLC would be willing to donate this parcel to the City of Shoreline if, in return, they were to receive documentation that would satisfy the IRS that a gift was made in an valued at a mutually agreeable amount.

2) As further inducement for Echo Lake Buffer Associates, LLC to donate the land, the City of Shoreline would not require Inland Construction, Echo Lake Associates, LLC, or members of Echo Lake Buffer Associates, LLC to do any of the work called out for in the Contract Rezone for the Echo lake buffer. This work was agreed to in order to provide commercial zoning for the new City Hall. The current development, consisting primarily of residential units, could have been constructed under the previous zoning.

3) The Buffer area would be named Rotary Park, although there would be no liability to the local Rotary Clubs, Rotary District 5030, or Rotary International because of this naming. The two local Rotary Clubs would hope to be able to work with the Shoreline Park Department to make improvements that would be enjoyed by the entire Shoreline Community. This naming would allow the Clubs to install signage, approved by the City of Shoreline, naming the Park, Rotary Park.

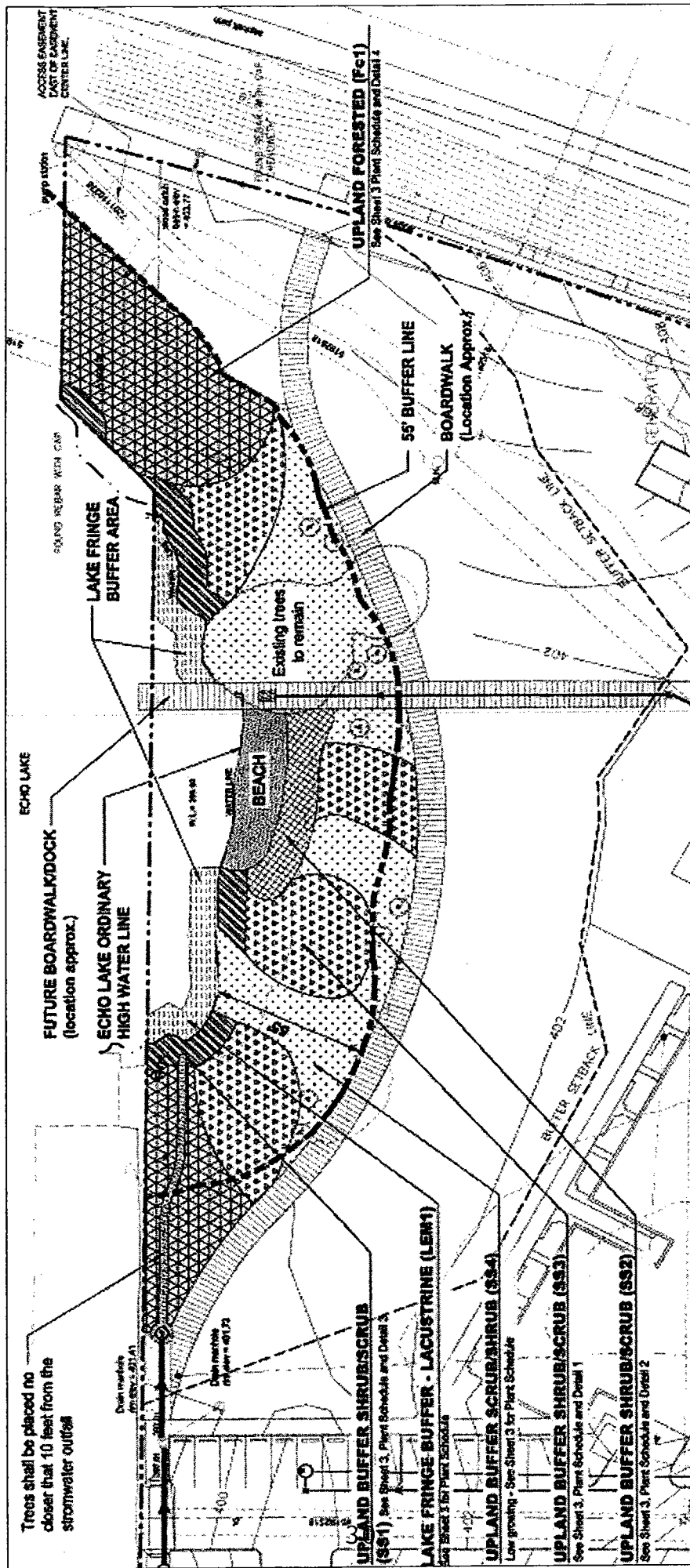
\*Inland Construction has provided some timelines for when work is to be completed in the buffer area. Therefore, time is of the essence to come to an agreement on this proposal.

Sincerely,

Harley D. O'Neil, Jr., Managing Member  
Echo Lake Buffer Associates, LLC  
c/o Royal Property Management Company  
1408 N.W. Richmond Beach Rd.  
Shoreline, WA 98177

## ATTACHMENT B

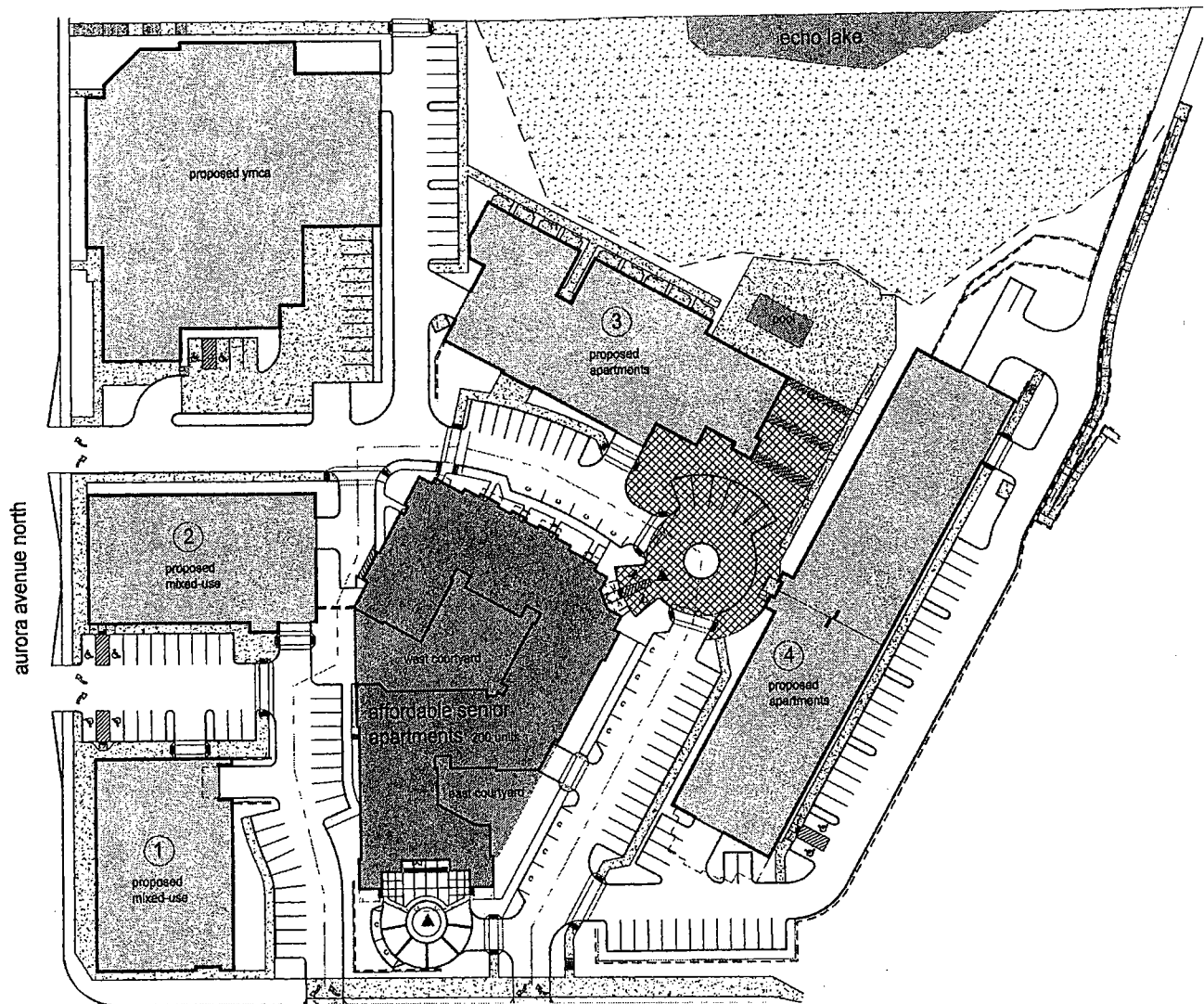
Site plan of South Echo Lake Buffer Property.





## ATTACHMENT C

Recent site plan, including the South Echo Lake Buffer Property, South Echo Lake Properties, and YMCA Property.



This page intentionally left blank.

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

<b>AGENDA TITLE:</b>	Capital Improvement Program Update
<b>DEPARTMENT:</b>	Public Works and Parks and Cultural Services
<b>PRESENTED BY:</b>	Dick Deal, Director of Parks and Cultural Services Maureen Colaizzi, Project Coordinator, Parks and Cultural Services Mark Relph, Director of Public Works Tricia Juhnke, Capital Projects Administrator, Public Works Jesus Sanchez, Public Works Operations Manager

**PROBLEM/ISSUE STATEMENT:**

The 2008-2013 Capital Improvement Plan was adopted in July, 2007. The purpose of this report is to provide the City Council with a status report on the active projects identified in the CIP

**FINANCIAL IMPACT:**

No financial action or impact is proposed by this report

**RECOMMENDATION**

No action is required at this time on any projects. This report is for information only

Approved By: City Manager  City Attorney \_\_\_\_\_

## **INTRODUCTION**

The purpose of this report is to provide the City Council with a brief update on the active projects contained in the Capital Improvement Program. Staff will provide maps and project photos as part of the presentation.

## **BACKGROUND**

The Capital Program supports several of the City Councils goals including:

- Goal No 1: Complete the projects approved in the 2006 Parks Bond
- Goal No 3: Implement an affordable civic center/city hall project
- Goal No 4: Complete the Aurora Improvement s from 165<sup>th</sup> to 205<sup>th</sup> including, but not limited to, sidewalks, drainage and transit
- Goal No 7: Provide safe and affordable transportation options to support land use plans including walking, bicycling, transit and vehicular options

The following are brief summaries of key projects contained within the General Capital Fund, Roads Capital Fund and Surface Water Utility Fund.

### **General Capital**

#### *City Hall*

Phase: Pre-Design/Design

The City Council has received several briefings on this project over the past several months. Design schematics will be completed by the end of September and 30% Design Development and GMP are due October 30, 2008.

#### *Shoreline Tennis Court Lighting*

Phase: Construction

Construction Bids were opened on September 6<sup>th</sup>, 2007. Three bids were submitted with Custom Electrical Controls being the lowest responsible bidder at \$128,022. A small works contract is being awarded to Custom Electric Controls. Construction is anticipated to begin in late October.

#### *Richmond Beach Saltwater Park Improvements*

Phase: Design

The project is currently being designed in alignment with the Master Plan. The design consultants are actively gathering and reviewing information regarding wetlands, streams and steep slopes. The project is being coordinated with Planning and Development Services for permitting and environmental concerns.

#### *Twin Ponds Soccer Field Improvements*

Phase: Design

The project design is completed. A critical areas report is being completed as part of the SEPA and permitting process. The project is anticipated to advertise in January/February 2008 with construction in early Summer.

#### *Cromwell Park Improvements*

Phase: Pre-Design Master Plan

The design consultants are preparing conceptual plans for the park incorporating active space, storm water features, and wetland enhancement. The concept plans will be presented to the public on Wednesday September 26<sup>th</sup>.

#### *Boeing Creek Park Improvements*

Phase: Design

This project is being designed in conjunction with Boeing Creek Stormwater Improvements. Work continues on bridge design, trail enhancements and landscape improvements with permit submittals anticipated in October. Construction will be in 2008.

#### *South Woods Property Acquisition*

Phase: Acquisition – Completed

A dedication of the acquisition is scheduled for September 24<sup>th</sup>. A pedestrian walkway the length of the property along 150<sup>th</sup> Street will be installed in 2008.

#### *SPU Hamlin Property*

Phase: Acquisition

Negotiations are completed on the 8.3 acre property North of Hamlin Park. Closing on the purchase is anticipated at the end of September 2007.

#### *Kruckeberg Botanic Garden*

Phase: Acquisition

Finalization of the purchase and sale agreement with Dr. Art Kruckeberg and the operation service agreement with the Kruckeberg Botanic Garden Foundation continue and are anticipated to be finalized in fall 2007.

#### *New Park in Richmond Beach*

Phase: Design

As mitigation to King County's Brightwater Project, a new park is being developed at the Richmond Beach Pump Station. The project is being designed and reviewed for permits. Construction is anticipated for late Spring 2008.

#### *Trail Corridors*

In July a new pedestrian crossing at the south Interurban Trailhead and 145<sup>th</sup> was completed. The Trail Corridor Study Group continues to meet to review and identify trail improvements throughout the City.

#### *Off-Leash Dog Area*

Phase: Pre-Design

An Off-Leash Dog Area (OLDA) Study Group consisting of 11 citizen volunteers and 3 park board members are in the process of reviewing and evaluating existing OLDAs in the region. A public meeting will be held in 2008 to review the findings and recommendations of the study group.

### *Hamlin Park Facility Upgrade Improvements*

Phase: Pre-design

Community information meetings will begin this winter for the design of ADA and field improvements.

### **Roads Capital Projects**

#### *Interurban Trail – North Central Segment*

Phase: Construction- Completed

The final segment of the Interurban Trail has been completed. The dedication ceremony for the trail is scheduled for September 22<sup>nd</sup>. King County continues to install the traffic signal at 185<sup>th</sup> and Midvale which should be operational by the end of September.

#### *Priority Sidewalks*

##### *25<sup>th</sup> Ave NE*

Phase: Construction - Completed

Approximately 3500 feet of new walkway and curb ramps were installed along the East side of the roadway providing better pedestrian access to two adjacent schools

##### *Dayton Ave N*

Phase: Construction

The Contractor began construction of 2500 feet of new walkway and curb ramps in mid-September. Completion is anticipated in November

#### *Curb Ramp, Gutter and Sidewalk Program*

Phase: Construction- Completed

This program is completed for 2007 and included 18 curb ramps, 44 lineal feet of curb and gutter, and 902 square feet of sidewalk. The majority of this work was performed in the Southwest corner of the City.

#### *Annual Road Surface Maintenance Program*

Phase: Construction - Completed

The annual overlay program completed 3.35 miles of work West of Aurora. An additional 5.4 miles of road way were slurry sealed primarily on the South end of the city on both the East and West sides of Aurora.

#### *Richmond Beach Overcrossing*

Phase: Design

Coordination and negotiations with BNSF is progressing. The design and cost estimates are being updated to reflect today's conditions. Advertisement of the project is anticipated in February 2008.

#### *Aurora Ave N 165<sup>th</sup> – 205<sup>th</sup>*

Phase: Environmental

The City Council has been briefed several times on this project over the past few months. On July 23<sup>rd</sup> the City Council unanimously approved an alignment for the road enabling the Environmental Phase to move forward; this phase is anticipated to be completed in December 07.

### *Dayton Avenue North Retaining Wall*

Phase: Construction

Construction began in July and is expected to continue into late October/early November. New sidewalks have been installed along 172<sup>nd</sup> and portions of Dayton Avenue. The road closure for wall construction has been extended due to delays caused by utilities, the Contractor, unforeseen site conditions and safety concerns. The extended closure has been coordinated and discussed with the adjacent schools and their adjustments are working smoothly. In addition, the surrounding neighborhood has been informed of the updated schedule. Pedestrian access is being maintained along Dayton Ave during the closure. The schedule is being reviewed to determine a road opening and completion date.

### *Traffic Signal at 150th/15<sup>th</sup> Ave NE*

Phase: Design/Advertisement

The project was advertised in July but only one bid was received and it significantly exceeded Engineers estimate. The project is being re-advertised at the beginning of October, which should be a more favorable time for Contractors to prepare bids. The Contract will provide flexibility to the Contractor for the construction schedule with a completion date of no later than July 2008.

### **Surface Water Utility**

#### *18th Ave NW Drainage Improvement*

Phase: Design

The project is at 60% design and construction is anticipated in early 2008.

#### *Boeing Creek Park Stormwater project*

Phase: Design

The project is at 60% design and is on track for a January advertisement and a 2008 construction. The project is being done in conjunction with the Boeing Creek Park Improvements. The project is currently is coordinating permit and SEPA review by Planning and Development Services and Washington Department of Fish and Wildlife.

#### *East Boeing Creek*

Phase: Design

This project is in preliminary design. Acquisition of easements for existing and improved drainage systems is underway. The results of acquisition may affect the design solution. The project should begin construction in late Spring 08.

#### *N167th and Whitman Drainage Improvements*

Phase: Design

This project is at 60% design and is in the process of acquiring necessary easements. Construction will be in early 08.

#### *Pan Terra Pond and Pump*

Phase: Design

The project is at 60% design. The current schedule anticipates a project advertisement in late March 08. The design team is looking at opportunities to advertise earlier in

2008 to take advantage of a better bidding climate and coincide with the advertisement of the Boeing Creek Park and Stormwater Improvements.

*Ronald Bog South*

Phase: Design

This project has been actively coordinating with Washington Department of Fish and Wildlife to ensure the project meets their requirements and expectations. As a result, the scope of the project has changed but is progressing. The existing budget and schedule are currently being updated and reviewed. We anticipate at least one phase of construction in Summer 08.

### **Conclusion**

In 2007 staff has focused on developing and meeting project schedules. A monthly scheduling meeting has been established to increase visibility of schedules and enhance coordination and communication between internal parties. The intent is to anticipate many of the issues and/or risks in advance, make plans to avoid or mitigate them where possible, or incorporate the risks into the schedule where necessary. While the objective is to establish and meet schedules, it is also important to realize issues come up during the development, design and construction of projects that can affect project completion.

Overall, 2008 is shaping up to be a very active and busy year for construction. The existing bidding climate is still very competitive within the region. Increases in construction costs continue to be the biggest risk for the capital program since excess revenue to supplement budgets is extremely limited. Efforts are being taken to ensure projects are being packaged to attract quality contractors at bid prices aligned with project budgets and engineer's estimates. Examples of these efforts include advertising early in the year, allowing Contractors flexibility in construction schedules and constructing projects outside of the busy summer construction season when possible. The 2008-2013 Capital Improvement Plan also utilized a 10% inflation factor for construction to account for cost escalation on project budgets.

### **RECOMMENDATION**

No action is required at this time on any projects. This report is for information only.