

From: [Julie Underwood](#)
To: [Jesse Salomon](#)
Cc: [Carolyn Wurdeman](#); [Heidi Costello](#)
Subject: FW: CIP questions
Date: Monday, August 05, 2013 2:19:33 PM
Attachments: [AuroraNorthGatewayDesign.pdf](#)

Hi Jesse, We'll add these to I-legislate.

Thanks,
Julie

Julie T. Underwood
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From: Tricia Juhnke
Sent: Monday, August 05, 2013 12:26 PM
To: Julie Underwood; Carolyn Wurdeman
Cc: Mark Relph; Kirk McKinley
Subject: RE: CIP questions

Julie-

Here is a consolidated response on Councilmember Solomon's Questions:

What are the functions of these and what would be the ecological detriment to reduce or eliminate them as proposed?

Tree root boxes and Filterra systems are two types of organic treatments of stormwater runoff. Both have been approved by Dept of Ecology as water quality treatment devices. We have used Filterra and Silva Cells in Mile 2 and 3A and in our revised design strategy are proposing to utilize single sized Fileterras in 3B (as opposed to a double size), but not using Silva Cells. The Silva Cell installation was only for a short section on Costco frontage. Because we are utilizing Dept of Ecology grants to pay for the water quality treatments, we demonstrated that reducing the number of them will still meet our grant required water quality targets.

Tree root boxes or Silva cells

Tree root boxes are the generic descriptor for the product "Silva Cells". Silva Cells were invented by an arborist and are the first product of this type. Silva cells have been approved as a water quality treatment, but also serve to provide a much healthier root environment for tree growth and survival.

<http://www.deeproot.com/products/silva-cell/silva-cell-overview.html>

Reduced size of the Filterra Cells for water quality treatment

Reducing the size of the Filterra Cells will still meet our water quality requirements. The double sized Filterras are better suited to larger trees than the smaller ones. Smaller sizes should slightly reduce maintenance costs over time.

<http://filterra.com/index.php/product/>

What is the southeast gateway?

See attachment. We had planned two gateway treatments for the 205th entrance to Shoreline. The major one is on the southwest corner of Aurora and 205th, and it will have a City of Shoreline sign built into a rock wall system with landscaping. We are not proposing to eliminate this entrance marker. The southeast corner, which we have proposed eliminating was a series of leftover standalone MSE panels from the Interurban Bridges. They were going to be placed between 205th and the Aurora driveway to the Costco complex. Attached is a concept paper developed by our project landscape architect. The number of panels on the southeast side had been reduced since this concept paper was produced to accommodate access to a large dry well system in the same vicinity.

Why does BST lanes per mile cost fluctuate so much?

There are several factors that contribute to the cost of the BST on a year by year or road by road basis. Specifically, there are differences on traffic control needs, aggregate size, striping or thermoplastic installation, and single vs double chipping roadways. As an example, on residential streets there is less need for traffic control than on arterials that have much higher traffic volumes. Similarly, there is more need for striping and thermoplastic on the arterials. The 2012 program has a higher cost per lane mile partially because it included N 175th Street an arterial with significant traffic utilizing the roadway. A double chip was also used on this route compared with a single chip on most other routes.

Why did the Bruggers Bog sidewalk become a priority over others?

Especially since it would be fully city funded to the tune of 330k and all priority sidewalks combined get only half that in the CIP budget.

The primary reason the sidewalk at Brugger's Bog became a priority over other locations is

because the construction of a new maintenance facility will require frontage improvements as part of the development code. The current maintenance facilities budget is limited therefore this is an opportunity to install sidewalks not only in front of the maintenance facility but extending them in front of the Park and to NE 200th. There is some apprehension or concern from the surrounding residents on developing this property as a new maintenance facility. These pedestrian improvements will help mitigate some of the concerns regarding safety especially with the increased truck traffic.

The other sidewalk locations identified in the sidewalk scenario are good candidates for grants therefore less funding is needed to complete those routes.

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From: Julie Underwood
Sent: Friday, August 02, 2013 4:35 PM
To: Mark Relph; Tricia Juhnke; Kirk McKinley
Cc: Carolyn Wurdeman
Subject: FW: CIP questions

Here are some CIP questions from CM Salomon. Hopefully you can get these answered prior to the Council meeting. If not, let me know and I can let CM Salomon know that we'll address at the meeting.

Thanks,
Julie

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From: Jesse Salomon
Sent: Friday, August 02, 2013 4:11 PM
To: Julie Underwood
Subject: CIP questions

Re: Aurora and reducing costs.

What are the functions of these and what would be the ecological detriment to reduce or eliminate them as proposed?

Tree root boxes or Silva cells

Reduced size of the Filterra Cells for water quality treatment

What is the southeast gateway?

Why does BST lanes per mile cost fluctuate so much?

Why did the Bruggers Bog sidewalk become a priority over others?

Especially since it would be fully city funded to the tune of 330k and all priority sidewalks combined get only half that in the CIP budget.

Jesse Salomon, Councilmember

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Sent from my iPad

City of Shoreline

Aurora North Gateway Design

Introduction

The City of Shoreline Comprehensive Plan and the July 2003 Gateway Master Plan Policy and Procedure Manual identifies the intersection of Aurora Avenue N and N 205th Street as a primary gateway. The Comprehensive Plan indicates that every entry into Shoreline should “receive special treatment that indicates one has arrived somewhere special.” Primary gateways receive the most extensive treatment and the north gateway on Aurora is one of six identified locations for primary gateways. Construction of the north gateway on Aurora was intentionally delayed until the corridor-wide improvements are implemented.



Purpose

The purpose of this document with attached model images is to request overall approval of the gateway concepts prior to proceeding with final design, contract document production and detailed cost estimating. Although the SW corner portion of the gateway has been reviewed, the SE corner portion has not. Additional, detailed input on the exact placement of elements, selection of plant materials, etc. can of course be made through the final design process.

Overall Design, Construction and Maintenance Goals

The Shoreline Gateway Master Plan policies require that gateway construction is durable and maintainable, that gateway elements be maintained in the same manner as other City infrastructure and that there is irrigation. The master plan also lists a number of design principles which have been adhered to where practical and applicable for the Aurora North Gateway. The proposed use of rock and smooth concrete, the City logo, and prominent contrasting lettering follow the master plan principles.

The gateway master plan does encourage context sensitivity in the design of gateways for specific locations. For the Aurora North Gateway, two context sensitive approaches – adding artist created concrete panels and expanding the gateway across Aurora are proposed.

Design Concepts for the Aurora North Gateway

Conceptually, the gateway should envelope the entire width of Aurora Avenue as a broad (arms wide open) welcome to Shoreline. Accordingly, the SW and SE corners of the intersection should contain gateway elements because those corners are simultaneously viewed when traveling southbound on Aurora from Edmonds and while turning south from North 205th Street. The concept is to have the primary City of Shoreline monument sign on the SW corner and abstracted elements of that monument sign used on the opposite (SE) corner.

The design of the monument sign is intended to follow not only the city-wide gateway master plan principles but to also introduce roadway travelers to design elements that will be found along Aurora – specifically: the artist-designed concrete panels from the 155th overpass, colored lighting also found on the ped bridge at 155th, a monument sign similar to the sign at 145th and plants that are used along the corridor.

The southeast corner portion of the gateway as proposed would contain seven small “gates” that employ the artist-designed concrete panels. As proposed, the concrete panels would be set on a footing and framed with a pre-fabricated steel frame and green screen that would bolt to the footing. The slightly curving top member of the metal frame is intended to subtly invoke the roof lines of Korean temples and gates. Seven gates are proposed because seven is considered lucky in Korea. The gates are proposed to be set in a dune-like mound with planting that resembles beach grass.











