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RESOLUTION No. 201

A RESOLUTION OF THE CITY OF SHORELINE, WASHINGTON, ADOPTING THE DESIGN FOR THE AURORA CORRIDOR PROJECT 145TH-165TH AND DIRECTING STAFF TO PROCEED WITH CONSTRUCTION CONSISTENT WITH THIS DESIGN

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

Section 1. Recitals.

A. On November 23, 1998, the City of Shoreline adopted a comprehensive plan under the provisions of Chapter 36.70A RCW that includes the state mandated transportation element; and

B. The adopted Comprehensive Plan of the City of Shoreline:

- anticipates "Upgrading Aurora Avenue to meet urban standards",
- "proposes as a high priority the completion of the sidewalk system on all arterial streets, on school bus routes and in locations demonstrated to need safer facilities", and
- Includes a policy to "Pursue methods to improve and enhance transit operations on Aurora in Shoreline..." and

C. On August 23, 1999, the City of Shoreline adopted Resolution No. 156 accepting the recommendation of the Citizens Advisory Task Force, finding the recommendation in conformance with the Comprehensive Plan, initiating an amendment to the Capital Improvement Program, and directing staff to pursue environmental analysis for improvement projects in the Aurora Corridor.

D. The City of Shoreline has prepared an Environmental Impact Statement (EIS) under the State Environmental Policy Act (SEPA) that considered the Aurora Corridor Project 14th-165th, impacts, alternatives, mitigation measures, and other conditions and issued the Final Environmental Impact Statement (FEIS) more than seven days prior to action on final design.

E. The project review required by the Federal National Environmental Policy Act (NEPA) has been integrated with SEPA.

F. The City of Shoreline, in cooperation with the Washington State Department of Transportation, has conducted extensive public participation and public review of the project.

G. The City conducted a public hearing on the Draft Environmental Impact Statement (DEIS) for the project on August 6, 2002.

H. The City of Shoreline, has considered the FEIS for the project, staff recommendations and public testimony on the action to select a final design for the Aurora Corridor Project 145th-165th at the Council meeting of December 9, 2002 meeting.

Section 2. Findings. The City Council finds that:

A. The FEIS for this project has been prepared and issued pursuant to Chapter 43.21C RCW.

B. Public involvement and review of the project and alternatives as discussed by the Staff Report prepared for the Council meeting of December 9, 2002, has been extensive and adequate to ensure a substantial relationship to the public interest, health, safety and welfare.

C. Alternative A Modified as identified in the FEIS for the Aurora Corridor Project 145th-165th and summarized and depicted in Exhibit A attached hereto is consistent with the City of Shoreline Comprehensive Plan and the State Growth Management Act , Chapter 36.70A RCW.

D. The FEIS addressed a reasonable range of alternatives including a no action alternative that accomplished the purpose and need for the project.

E. The FEIS has evaluated all significant environmental impacts associated with the project alternatives.

F. Construction of Alternative A Modified with the mitigation measures listed in Exhibit B attached hereto and incorporated herein, together with adopted development regulations, will not create significant adverse environmental impacts.

Section 3. Adoption of Design. Alternative A Modified as further amended by the mitigation measures identified in Section 2.F is adopted as the preferred design for the Aurora Corridor Project 145th-165th.

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Section 4. Project Construction. The Council directs the staff to proceed with the development of detailed construction plans for Alternative A Modified as supplemented by the mitigation measures identified in Section 2.F, proceed with a formal bid process for recommending award of a contract to construct the Aurora Corridor Project 145th-165th consistent with these plans, obtain all necessary permits and take all other actions necessary to complete construction of this project consistent with this design.

ADOPTED BY THE CITY COUNCIL THIS 9TH DAY OF DECEMBER, 2002.

Mayor Scott Jepsen

ATTEST:

Sharon Mattioli, CMC
City Clerk

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EXHIBIT A
GATEWAY POLICY AND GUIDELINE MANUAL

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CITY OF
SHORELINE

GATEWAY POLICY AND GUIDELINE MANUAL

January 27,2003

Planning and Development Services

with Gateway Designs and Sketches by:

KPG

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I.A. WHY GATEWAYS?

The City of Shoreline adopted its first Comprehensive Plan in 1998. This plan establishes visions and direction for development of the city for the following twenty years. One of the vision statements in the plan reads:

> "Each road and waterway into the City will have special treatment signaling entry into Shoreline. Gateways are defined by plantings, signage, three dimensional art, etc."

Historically, the majority of development in Shoreline occurred while it was an unincorporated area within King County, and did not foster civic identity and sense of place. The fundamental purpose of having gateways in Shoreline is to provide clear announcement of the City's boundaries, provide a strong physical identity/theme that matches the City's character, and provide recognition and sense of place for Shoreline as a city.

Actualization of the gateway vision established by the Comprehensive Plan began with the installation of "Welcome to Shoreline" signs at nearly every entry point into the City. In addition, street signs along our boundaries have been updated to incorporate the City's logo. These two actions have made significant steps to identify Shoreline as a place of its own.

The "welcome" and upgraded street signs serve to meet the mechanical goal of boundary recognition established by the Comprehensive Plan, but do little to establish a sense of place or signify any of Shoreline's unique characteristics. In order to implement the full vision established by the Comprehensive Plan the City Council created a work plan goal in 2001 to adopt a gateway master plan during 2001-2002. Late in 2001 staff began work on developing a plan for gateway implementation. This document is the summary of this effort and will set the groundwork for the next phase, implementation (*City Council has established another work plan goal for 2002-2003, to implement the gateway plan. Council has provided funding in the Capital Improvement Project budget for this purpose).*

I.B. PURPOSE OF PLAN

This plan serves four purposes: Identifies gateway locations and their hierarchy (Section II), outlines policies for gateway theme and design (Sections III and IV), provides direction for implementation (Section V), and summarizes significant project events to help the reader understand the evolution of the project (VI).

This plan reviews how all gateway locations were identified and classified into similar groups. A preferred design alternative and gateway theme was developed after information-gathering meetings were held with City Council, Planning Commission, and Parks Recreation and Cultural Services Advisory Committee. During meetings with these groups, implementation preferences were gathered to determine which gateways would be constructed first.

II. GATEWAY LOCATIONS, CLASSIFICATION, AND SITE PRIORITY

II.A. GATEWAY LOCATIONS

The Comprehensive Plan indicates that every entry into the city should receive special treatment that indicates one has arrived somewhere special. With this in mind, an inventory was made of nearly every entry point into the city. This list of more than 20 sites became the point from which work on the gateway plan began, and is contained in the tables following this discussion (pages 4-7).

The gateway sites are numbered in the tables; this is not a ranking but rather a reference system so that the reader can find the corresponding site on the maps located on pages 9 and 11. The tables also contain other useful information such as site analysis notes that indicate which corner of the intersection is appropriate for the gateway, adjacent land uses, and general site characteristics.

II.B. GATEWAY HIERARCHY

The list of identified gateways is an extensive one. The sites were analyzed and grouped into similar categories based on need for visual identity and likely land availability. A "hierarchy of gateway importance" was produced as a result of this analysis.

The hierarchical categories with descriptions are:

Primary: *Prominent sites that need the most elaborate gateway solution.*

Secondary: *Sites that have visual importance but do not need a highly elaborate design solution.*

Tertiary: *Sites that are likely to keep the existing "Welcome to Shoreline" signage (although there is potential for minor upgrades).*

Other: *Sites that have visual importance for Shoreline. These sites may have significance for other jurisdictions as well, and signage primarily for our city may not be appropriate.*

The following tables (pages 4-7) are organized via this categorization. The map on page 9 illustrates each of the gateway sites with a symbol indicating the gateway treatment that has been recommended for it (note that the numbers on the map correspond to the numbering from the tables on pages 4-7).

Generalized design solutions for each hierarchy category are presented in Section IV of this plan.

II.C. GATEWAY IMPLEMENTATION PLAN—PHASE I 2003-2005

The City Council has allotted funds in the Capital Improvement Project (CIP) budget for construction of gateways during 2003 to 2005. Information-gathering workshops in September 2002 were used to understand which gateways were most important and therefore should be constructed with the CIP funding over the next three years. Public comments indicated that 6 to 8 sites warrant some level of special gateway treatment at this time. Surveys were conducted to determine which sites were of highest priority. The Planning Commission and PRCS Advisory Committee ranking of sites indicated that there were nine "top sites."

Staff used this information and conducted field research to determine which of the nine sites identified could be easily implemented over the next three years. After analysis, staff determined that there are eight likely candidates for construction with the CIP funds during 2003-2005, and these projects have been identified in the following tables (pages 4-7) labeled with heading "Priority Gateways" (although as designs are further developed and costs are more accurately estimated this number may change). Staff recommended all but three projects identified by the two Boards. The reason for not including three of the Board identified projects in the "C" category is as follows:

- N 145th / Aurora—This gateway is already constructed, and a private developer could complete construction on the NW corner of intersection.
- N 205th / Aurora—Aurora corridor improvements are forthcoming and future construction may impact a gateway that is constructed now.
- N 205th / I-5 Interchange—Inter-jurisdictional issues make implementation difficult. Shoreline-specific signage is not appropriate, and it is likely that the gateway solution will only include landscape improvements.

The map on page 11 illustrates only the projects that could potentially be constructed over the next three years with CIP. The reader will note that this map is a simplified version of the one included on page 9 (which illustrates all the gateway sites).

SITE MATRICES: PRIORITY AND FUTURE GATEWAYS

Priority Gateways

Map Key #	Location	Gateway Category	Adjacent Land Use	Gateway Improvement Location	Site Analysis and General Notes
1	Westminster Way @ Dayton Ave N	Primary	Residential	South corner of City owned property.	City owned parcel. This site was not identified in Comprehensive Plan as "key" because City did not own it a thte time of Plan adoption. Site could accommodate primary gateway and open space. Two alternatives: (1) totally dedicated to public use and (2) space shared between City gateway and a development.
2	I-5 @ NE 145th St & 5th Ave NE	Primary and Secondary	Residential / Freeway	Transit shelter and NE corner	Explore options to enhance the bus shelter with the horizontal top cap of the larger Secondary Sign. Alternatively, construct gateway element wall and incorporate a "bus shelter" type feature as part of it. Area permits adding pedestrian amenities around the shelter itself. Also, replace existing Shoreline sign on 5th with the smaller Secondary Gateway Sign version.
3	I-5 @ NE 175th St (west)	Primary	Freeway	On WSDOT property west of I-5 and/or on City property	Small version of Primary Gateway
4	I-5 @ NE 175th St (east)	Primary	Freeway	On WSDOT property east of I-5 and/or on City property	Small version of Primary Gateway
5	N 205th St / Meridian Ave N	Secondary	Residential	SW or SE corner	Due to limited right-of-way area small version of secondary sign is appropriate.

SITE MATRICES: PRIORITY AND FUTURE GATEWAYS

Priority Gateways

Map Key #	Location	Gateway Category	Adjacent Land Use	Gateway Improvement Location	Site Analysis and General Notes
6	N 205th St / 15th Ave NE	Secondary	Commercial	West side of 15th, at existing sign location	Due to limited right-of-way area small version of secondary sign is appropriate. There is potential to later work in conjunction with any redevelopment that occurs on the SW corner of intersection to do a larger more prominent installation.
7	N 145th St / 15th Ave NE	Secondary	Commercial	NE corner – in approximate location as existing sign	Due to limited right-of-way area small version of secondary sign is appropriate.
8	NE 195th St / I-5 Southbound ped bridge	Other	Freeway	Overhead	Decorative treatments could be made to overhead pedestrian bridge to signify Shoreline's gateway theme.

Other Future Gateways

Map Key #	Location	Gateway Category	Adjacent Land Use	Gateway Improvement Location	Site Analysis and General Notes
9	N 205th St / Aurora Ave N	Primary	Commercial	SW Corner	Modified version of 145th & Aurora gateway (wall and signage) – keep low, don't use vertical elements
10	N 145th St / Aurora Ave N	Primary	Commercial	NW Corner	Gateway installation existing on northeast corner. Options exist for cooperation with a private developer to install gateway element on NW corner.
11	NW 205th St / 8th Ave NW	Secondary	Residential	SW Corner	Due to limited right-of-way area small version of secondary sign is appropriate.

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SITE MATRICES: PRIORITY AND FUTURE GATEWAYS

Other Future Gateways					
Map Key #	Location	Gateway Category	Adjacent Land Use	Gateway Improvement Location	Site Analysis and General Notes
12	N 145th St / Interurban Trail	Secondary	Commercial/ Residential	Trail Entry	Coordination with Interurban Trail project - could incorporate architectural elements from "essential elements" for nice pedestrian/bike space
13	N 145th St / Bothell Way	Secondary	Commercial	NW corner only, incorporate in front of McDonald's landscaping	Site presents an opportunity to install a larger version of the secondary gateway type. Potential to possibly integrate the existing landscape elements with the gateway.
14	NW 205th St / 3rd Ave NW	Secondary	Residential	SW corner	Due to limited right-of-way area small version of secondary sign is appropriate
15	N 145th St/ Meridian Ave N	Secondary	Residential	NE corner	Due to limited right-of-way area small version of secondary sign is appropriate
16	N 205th St / Fremont Ave N	Tertiary	Residential	SW past driveway, possible median	Due to limited right-of-way area small version of tertiary sign is appropriate
17	NE 205th St / 1st Ave NE	Tertiary	Residential	SW corner	Due to limited right-of-way area small version of tertiary sign is appropriate
18	NW 205th St / 20th Ave NW	Tertiary	Residential	SW corner	Due to limited right-of-way area small version of tertiary sign is appropriate
19	NE 205th St / 5th Ave NE	Tertiary	Residential	SW corner (on lower part of slope)	Due to limited right-of-way area small version of tertiary sign is appropriate
20	145th St NE / 25th Ave NE	Tertiary	Residential	NW corner	Due to limited right-of-way area small version of tertiary sign is appropriate
21	NE Perkins Way @ City Limits	Tertiary	Residential	North side of Perkins, Seattle Christian School property	Due to limited right-of-way area small version of tertiary sign is appropriate

SITE MATRICES: PRIORITY AND FUTURE GATEWAYS

Other Future Gateways					
Map Key #	**Location**	**Gateway Category**	**Adjacent Land Use**	**Gateway Improvement Location**	**Site Analysis and General Notes**
22	24th Ave NE @ City Limits	Tertiary	Residential	North side before driveway after the corner of 24th	The large painted median in street could be used as a gateway focal point, potential for city beautification with landscaping and incorporation of tertiary signage. Alternatively, the existing sign could simply be replaced with the new tertiary design
23	NE 205th St / I-5	Other	Freeway	Medians	Interjurisdictional boundary: City of Mountlake Terrace and Shoreline. Also a main exit from I-5 to the City of Edmonds. Because of visual clutter interchange and further distraction is not desired, signage should not be used. A collaborative landscape plan may be appropriate.
24	NW 205th St / SR 104	Other	Commercial/ Freeway	Landscape medians, center of roadway	Interjurisdictional boundary: City of Edmonds and Shoreline. Collaborative landscape plan and possible signage for the two cities may be appropriate.

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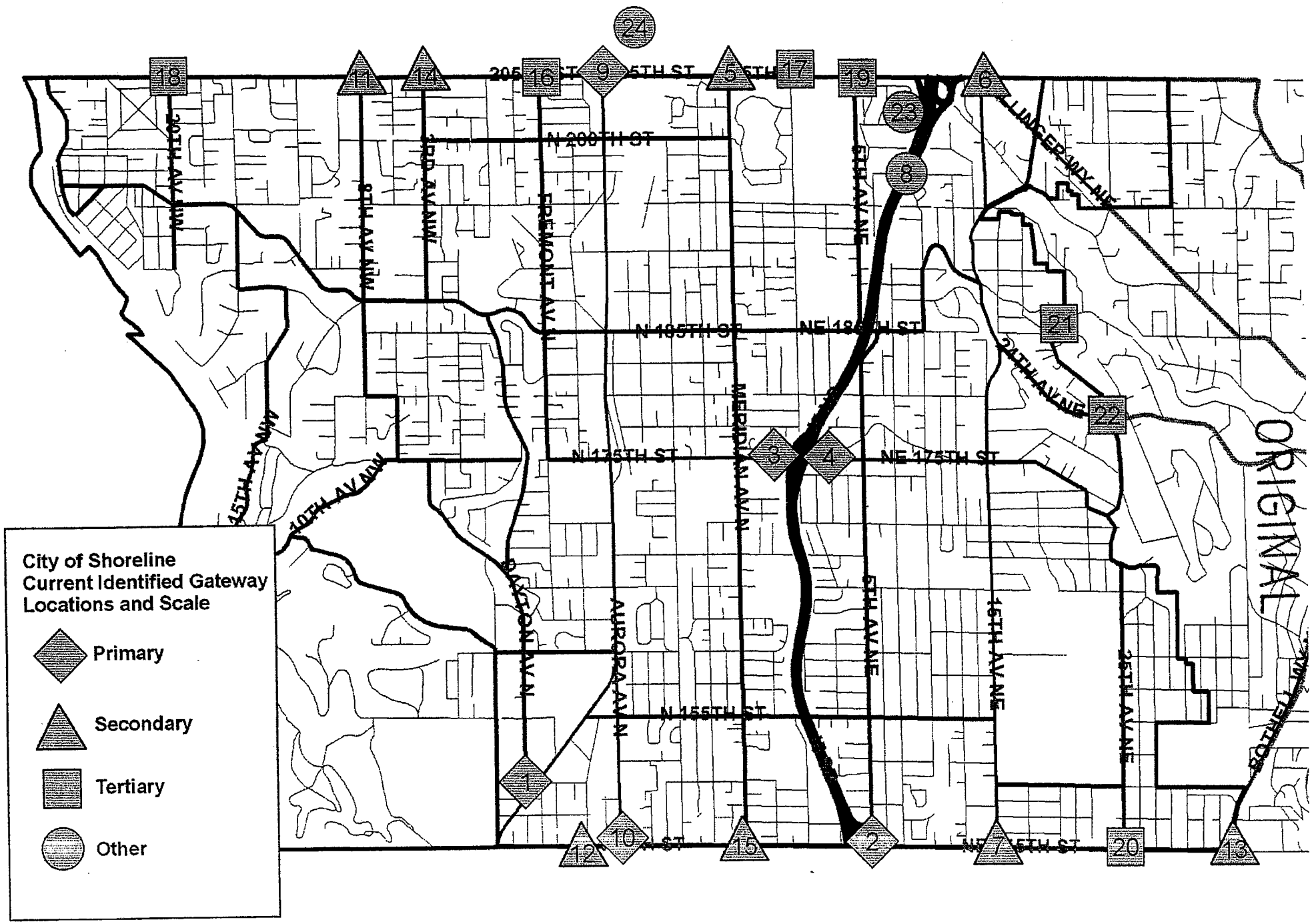
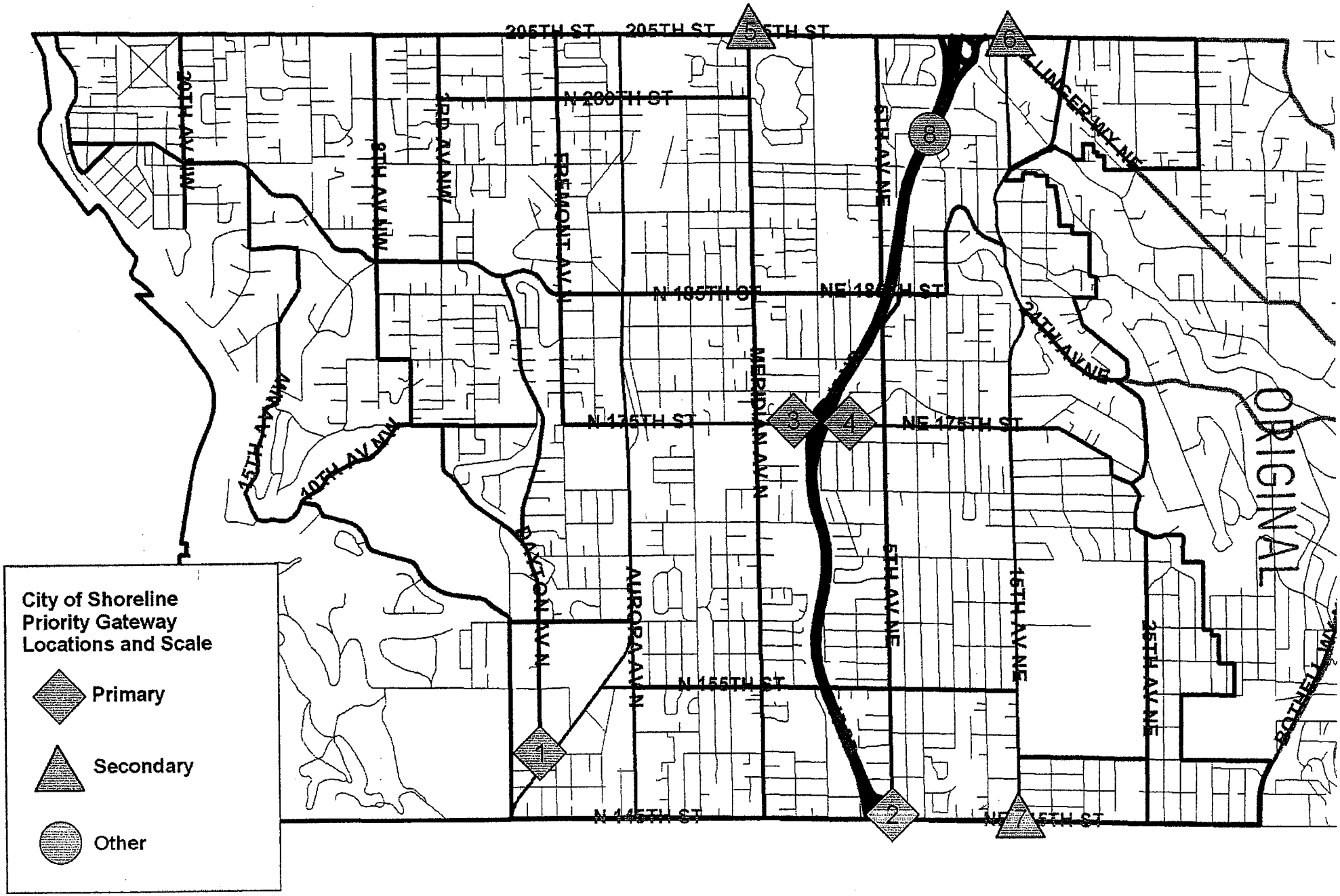
MAP:
ALL GATEWAY LOCATIONS
(PRIORITY AND FUTURE)


City of Shoreline
Current Identified Gateway
Locations and Scale
Primary
Secondary
Tertiary
Other
N 200TH ST
N 185TH ST
NE 185TH ST
N 175TH ST
NE 175TH ST
N 155TH ST
NE 155TH ST
20TH AV NW
8TH AV NW
3RD AV NW
FREMONT AV N
MERIDIAN AV N
5TH AV NE
15TH AV NE
25TH AV NE
24TH AV NE
LINGER WY NE
BOTHELL WY
DAYTON AV N
AURORA AV N
15TH AV NW
10TH AV NW
ORIGINAL

II. GATEWAY LOCATIONS, CLASSIFICATION, AND SITE PRIORITY

MAP:
PRIORITY GATEWAYS ONLY



205TH ST
205TH ST
5TH ST
N 200TH ST
20TH AV NW
8TH AV NW
3RD AV NW
FREMONT AV N
5TH AV NE
LINGER WY NE
N 185TH ST
NE 185TH ST
24TH AV NE
MERIDIAN AV N
N 175TH ST
NE 175TH ST
15TH AV NW
10TH AV NW
DAYTON AV N
AURORA AV N
5TH AV NE
15TH AV NE
25TH AV NE
N 155TH ST
N 145TH ST
NE 145TH ST
ORIGINAL
1
2
3
4
5
6
7
8
City of Shoreline
Priority Gateway
Locations and Scale
Primary
Secondary
Other

III.A. GENERAL PRINCIPLES

During the public workshops discussions took place about general guiding principles for gateways. These comments have been synthesized into the following policies for implementation.

Gateway Identification and Classification Policies:

- The list of gateway sites contained within is not meant to be exhaustive. A gateway site can be added if the site meets the Comprehensive Plan's definition of gateway.
- At this time the gateways have been placed into a general hierarchy or categorization scheme. This classification indicates the minimum gateway treatment that is necessary to implement the Comprehensive Plan's vision. At any time a gateway can be upgraded to a higher classification (i.e. a "Secondary" site can be upgraded to a "Primary).

Gateway Design, Construction, and Maintenance Policies:

- The materials used in gateway construction shall be durable and maintainable.
- Gateway elements such as signs, landscaping, and lighting shall be maintained in the same manner as the rest of the City's infrastructure.
- Installation of landscape elements at gateways will require that there is a means to irrigate the plant materials.

Gateway Coordination Policies:

- Gateways can be constructed or funded by other sources than those outlined in this policies and procedures manual. Private developers shall be encouraged to coordinate and contribute to gateway development.
- When a gateway is to be constructed as part of a private development, the City shall negotiate with the developer to collect fees for municipal construction of the gateway. If the developer opts to construct the gateway independently, the proposed design shall first be reviewed and approved by the Planning Commission to ensure essential gateway elements are included.
- As capital projects are implemented this plan shall be referenced. Where possible, the construction of gateways should be incorporated as part of the project. Where this is not feasible, the construction of capital projects shall not preclude construction of gateways identified in this plan in the future.
- Coordination with Neighborhood groups shall be encouraged.
- Coordination with the *1% for art* program shall be encouraged.
- Explore partnerships with Washington State Department of Transportation to enhance the interstate where it is adjacent to Shoreline.
- As parks signage is replaced it shall have coordinating elements with this plan.
- Promote coordinated use of essential gateway elements at internal locations of the city where commercial or shopping districts begin.

III.B. DESIGN PRINCIPLES

Information was gathered about design preferences at the two public workshops. Gateway theme and design concepts were discussed at length, and the following general principles were distilled from the meeting:

- The City's logo is attractive and should be expressed.
- The existing gateway on the northeast corner of Aurora and 145th is considered to be a successful gateway design that is embraced by the community and provides the kind of identity fitting the City.
- Because no two locations are alike, each gateway shall be customized and modified as needed while still retaining the fundamental design elements. Each site provides different opportunities and may also have constraints due to limited right-of-way, utilities, or other site conflicts.

III.B.1. DESIGN PRINCIPLES: ESSENTIAL ELEMENTS

Many comments were made during public workshops regarding the "required" elements to establish a sense of place for Shoreline. These comments were synthesized into the "Essential Element Principles" below. All gateways shall incorporate each of these principles.

- **Principle: Gateways shall incorporate northwest elements.**
  A northwest style can be reflected in gateways with such items as:
  - Wood
  - Timbers
  - Native Plantings
  - Water
  - Mountains

- **Principle: Gateways shall evoke a sense of strong foundation.**
  This could be achieved through the use of:
  - Brick
  - Flagstone
  - River rock
  - Other similar materials

- **Principle: Gateway design shall be context sensitive.**
  The site will determine the size, shape, and placement of any gateway element. Gateways will be manipulated to incorporate site features and amenities.

- **Principle: Gateways shall create visual interest and have harmonious proportions.**
  Incorporate elements of asymmetry, variety, height, and depth.

III.B.1. DESIGN PRINCIPLES: ESSENTIAL ELEMENTS continued...

- **Principle: Gateways shall provide place recognition.**
  Gateways should create a sense of place by incorporating the City's logo in all sites either literally (actual logo used) or figuratively (the "living logo," planting of three evergreen trees and use water or other elements that give the impression of water).

- **Principle: Gateways shall utilize components such as color, contrast, and visibility.**
  Primary gateways shall reflect this by:
  - Use of prominent lettering that reads "City of Shoreline."
    Typeface (consistent across all primary gateways shall be a strong visual element of gateways and should be of a proportionally large size as well as easily distinguished from the background element).
  - Use of lighting for night visibility.
  - Introduce color elements from the City's logo (blue and green).

  Secondary and Tertiary gateways shall reflect this by:
  - Use of the City's color logo in signage.

III.B.2. DESIGN PRINCIPLES: AUXILIARY ELEMENTS

In addition to the "essential elements" many "auxiliary" elements were identified during public workshops. Auxiliary elements are those features that can customize a gateway site and make it look different than a similar installation across town.

- **Principle: Elements can be introduced to provide gateways with an individual style and sense of "whimsy."**
  Sample elements include, but are not limited to:
  - Trellis Feature
  - Flags
  - Seasonal displays
  - Landscaping upgrades
  - Hanging planter baskets
  - Street furniture
  - Pedestrian amenities
  - Plaza space and use of unique paving materials
  - Informational kiosks

III.B.2. DESIGN PRINCIPLES: AUXILIARY ELEMENTS continued...

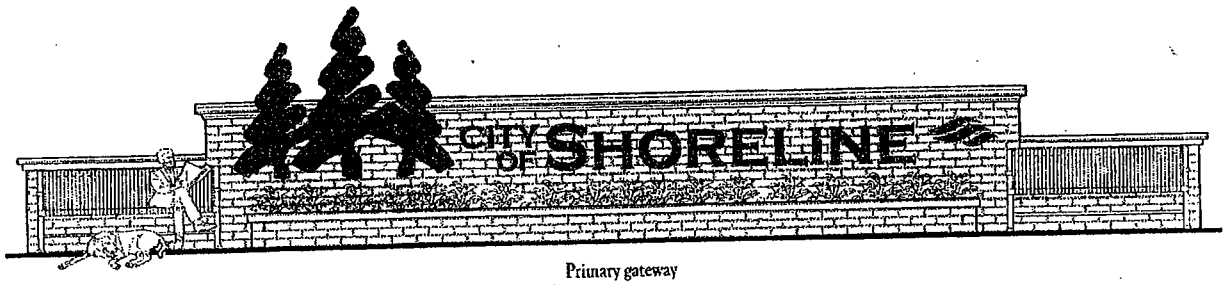
- **Principle: Gateways are places of pride.**
  Elements can be added to gateways if more funds become available.
  If funds become available for gateways from grants, *1% for art*, or other sources, these can be used to upgrade existing gateways.

- **Principle: Gateways may include additional signage.**
  This could include such items as:
  - Site markers or plaques such as population indicators
  - Neighborhood identification signs with placement and design approved by the city.
  - Temporary signs for City sponsored events displayed for no more than two weeks.
  - Other temporary signage can be incorporated at a gateway through the use of a temporary sign permit.

IV. DESIGN OPTIONS FOR EACH GATEWAY CLASSIFICATION

The following vignettes show how the essential design elements can be translated to each of the gateway categories. These designs are generalized, and it is the intention that each design will be modified to make it unique.

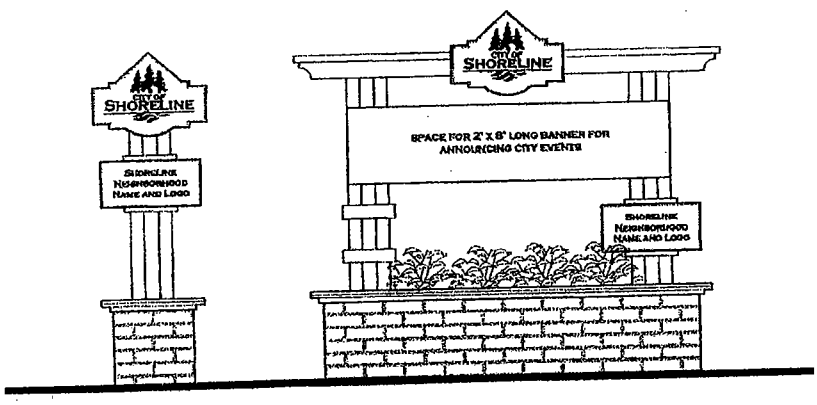
IV.A. PRIMARY GATEWAYS



Primary gateway

The Primary design solution is the grandest of the four gateway solutions. Essential elements are included through the use of contrasting lettering, city logo elements, and brick to create a sense of permanency.

IV.B. SECONDARY GATEWAYS

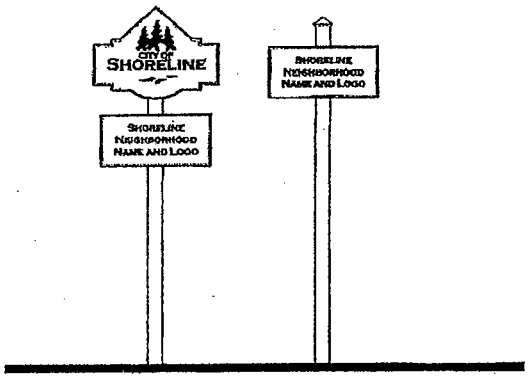


Secondary sign where space is limited

Secondary sign where space allows

The secondary design solutions shall be used in areas where space is limited or where need for visual impact is less. These designs contain similar elements as the primary gateways such as the use of brick and the presence of the City's logo.

IV.C. TERTIARY GATEWAYS



Tertiary sign on post Neighborhood sign only

This design solution shows how the existing "Welcome to Shoreline" signs can be slightly modified to make consistent with this plan. Note that the existing neighborhood signs can be incorporated onto the same base as the tertiary sign (it is not the intent of this plan to redesign the neighborhood signage, but rather incorporate it as part of the gateway element).

IV.D. OTHER GATEWAYS

This treatment includes landscaping as suited to each site. This option will be used when city identity is inappropriate, such as at interjurisdictional locations. This sketch is intended to show that "other gateways" can be improved with landscaping enhancements to beautify locations that are significant for multiple jurisdictions.

V. CONCEPT SKETCHES FOR TOP GATEWAY SITES

As indicated in Section II.C of this document, there are six sites that have been identified that should receive immediate attention. These sites could be constructed with the City's Capital Improvement Project budget over the next three years.

The top priority sites and their classification are:

- 5TH NE / N 145TH STREET & I-5 (a Primary and Secondary installation)
- WESTMINSTER / DAYTON & N 150TH (Primary)
- N 175th STREET / I-5 East and West Sides (Primary)
- MERIDIAN / N 205TH STREET (Secondary)
- 15TH STREET NE / N 205TH STREET (Secondary)
- 15TH STREET NE / N 145th STREET (Secondary)
- 195TH / I-5 SOUTHBOUND Pedestrian Bridge (Other- No preliminary sketch available at this time).

These sites have been studied in more detail and sketches have been prepared to show how gateways may be accommodated at each site (a photograph and sketch of each site with new proposed gateway elements follows).

The reader should note that these vignettes are the first drafts of how essential and auxiliary gateway elements can be translated to the highest priority sites. The next phase of the project will be to develop detailed designs for these sites.

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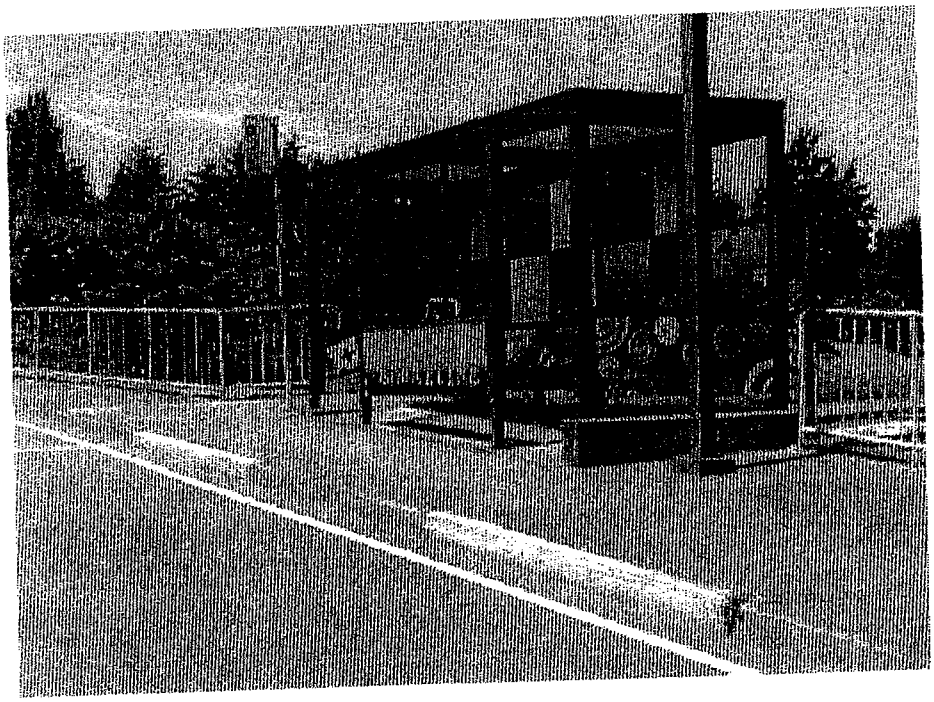
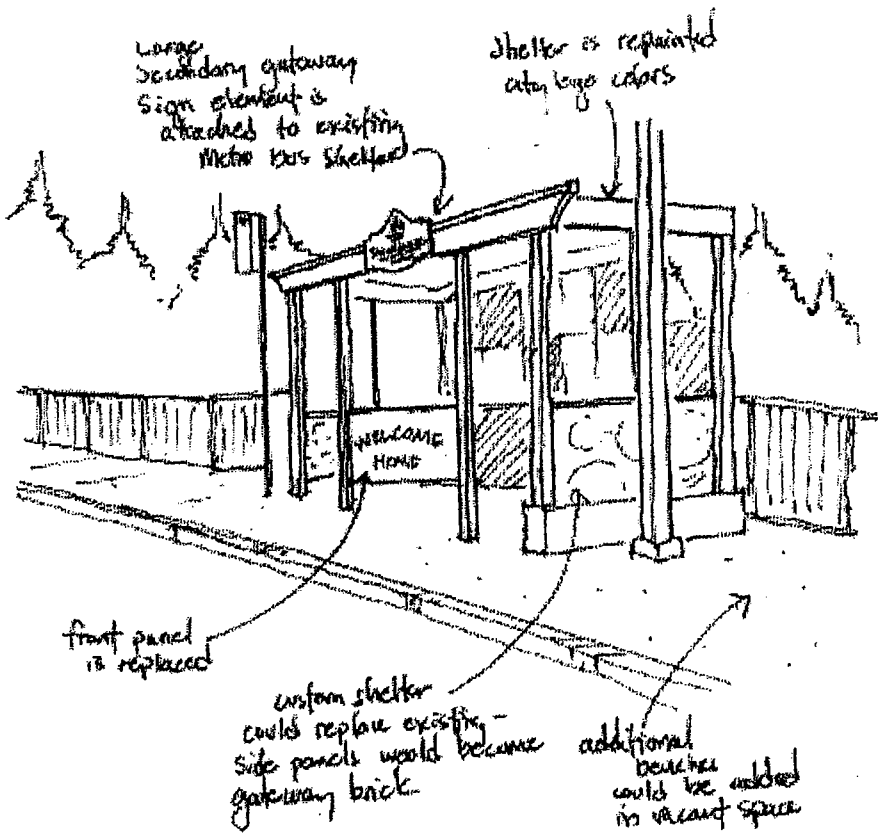
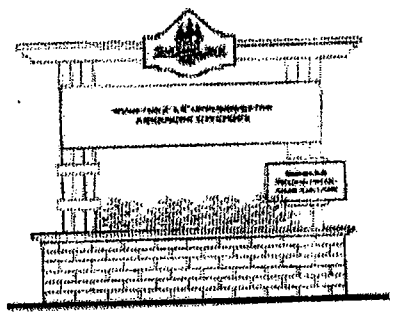
V. CONCEPT SKETCHES FOR TOP GATEWAY SITES

V.A. 5TH NE / N 145TH STREET & I-5



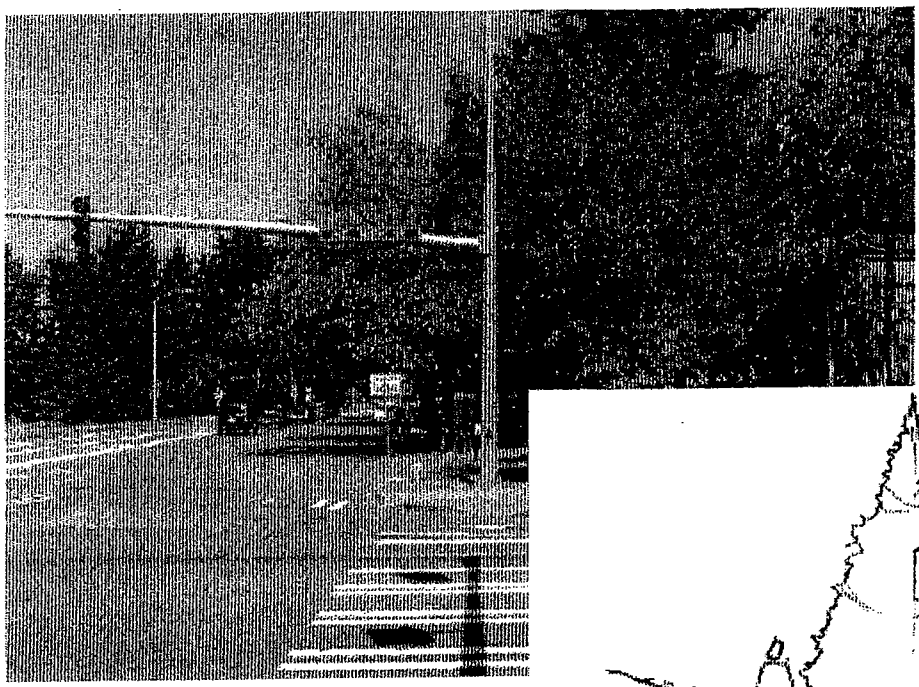


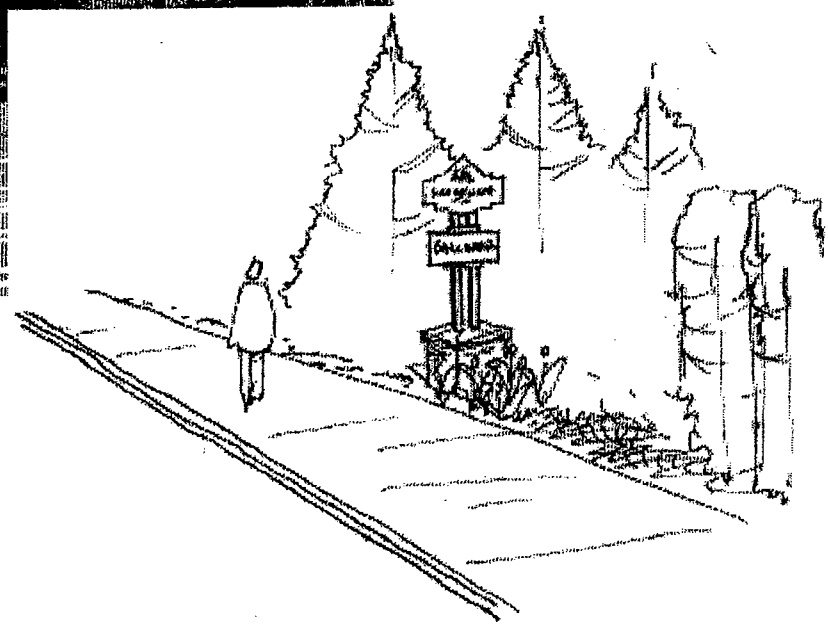


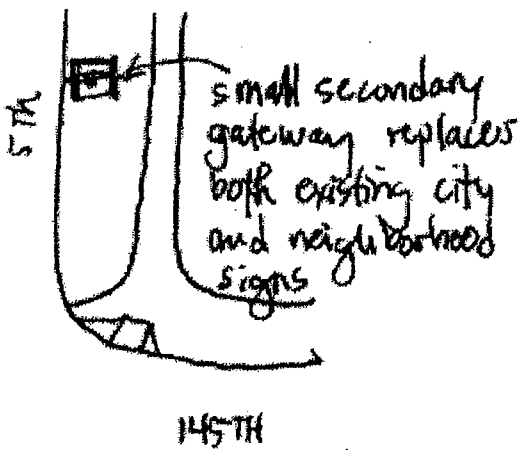
Large Secondary Gateway Sign

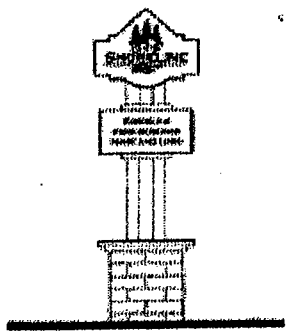
GATEWAY TREATMENT CONCEPT
Custom Bus Shelter
Location: 145th St N & 5th Ave NE

ORIGINAL









Small Secondary
Gateway Sign

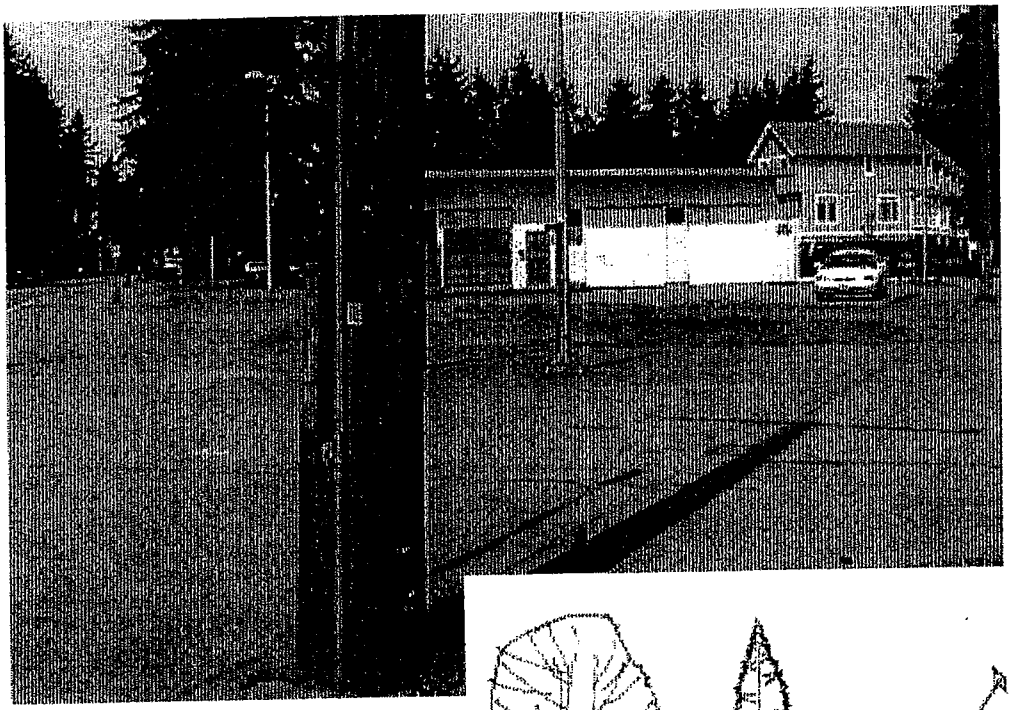
conceptual plan of gateway east side of 5th & 145TH

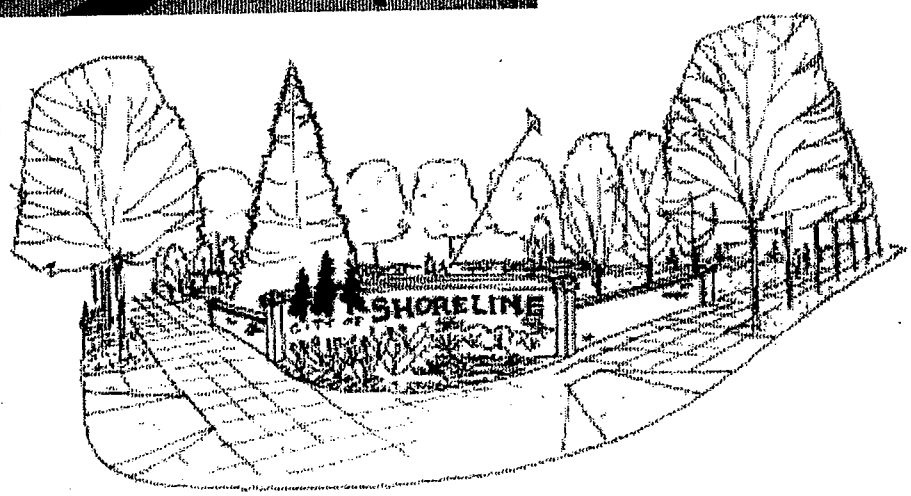
GATEWAY TREATMENT CONCEPT
Gateway East side of 5th & 145th
Location: 145th St N & 5th Ave NE

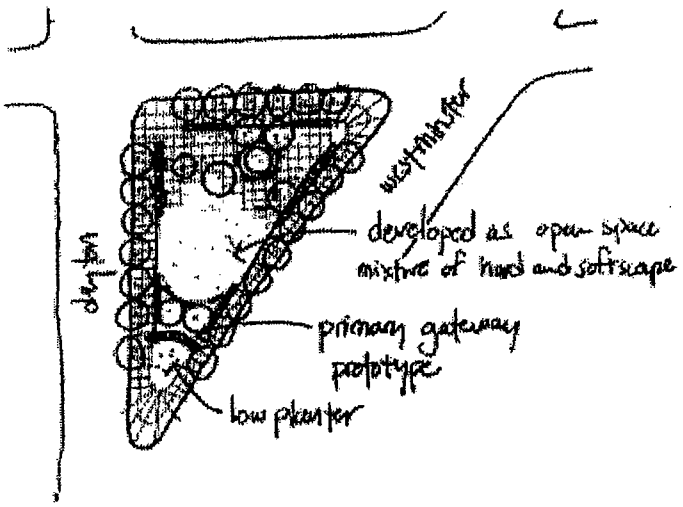
V. CONCEPT SKETCHES FOR TOP GATEWAY SITES

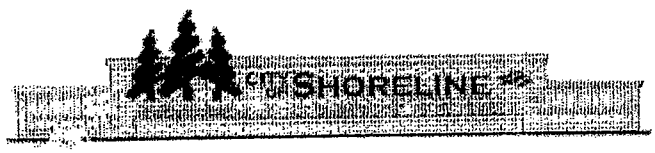
V.B. WESTMINSTER / DAYTON & N 150TH

ORIGINAL





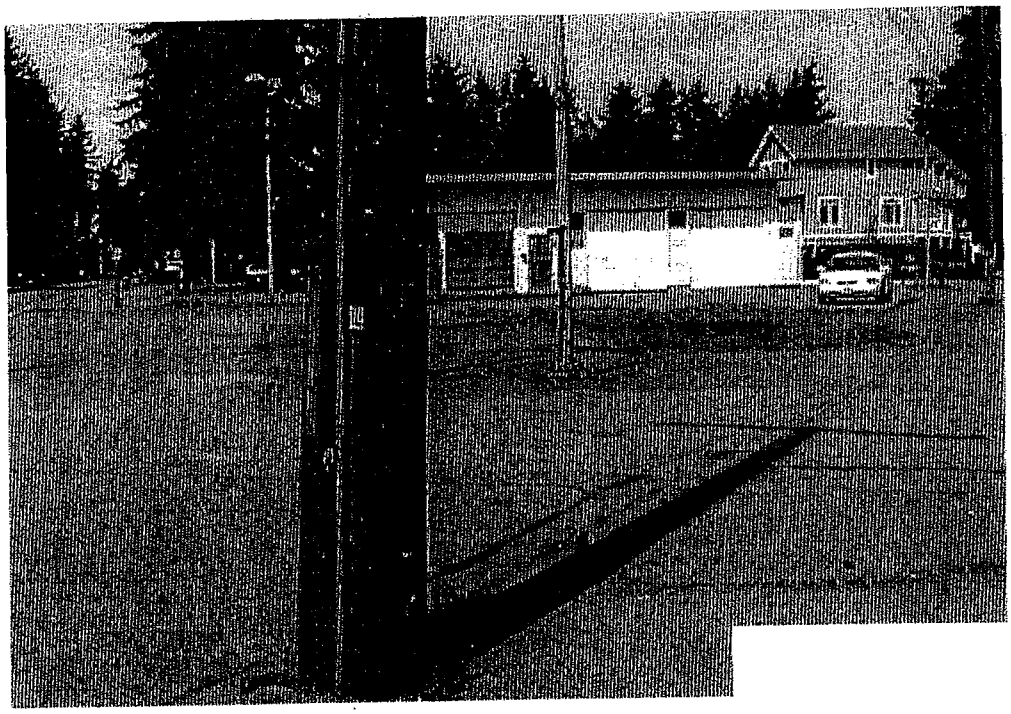


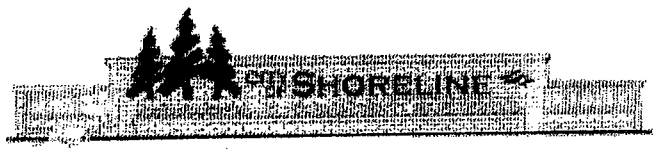


Primary Gateway

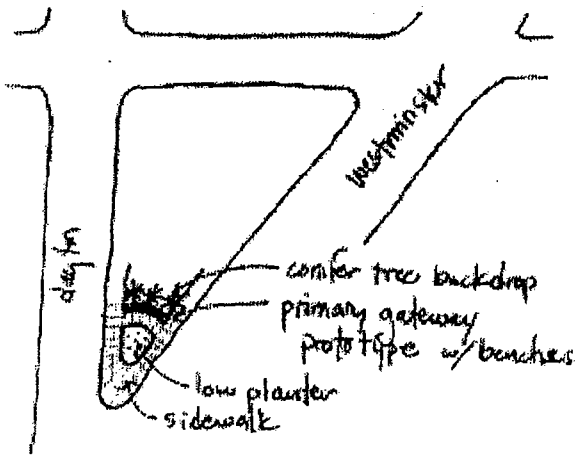
Conceptual option -
using all available property
(plan sketch)

GATEWAY TREATMENT CONCEPT
Concept A - City utilizing entire property
Location: Westminster Way @ Dayton Ave





Primary Gateway



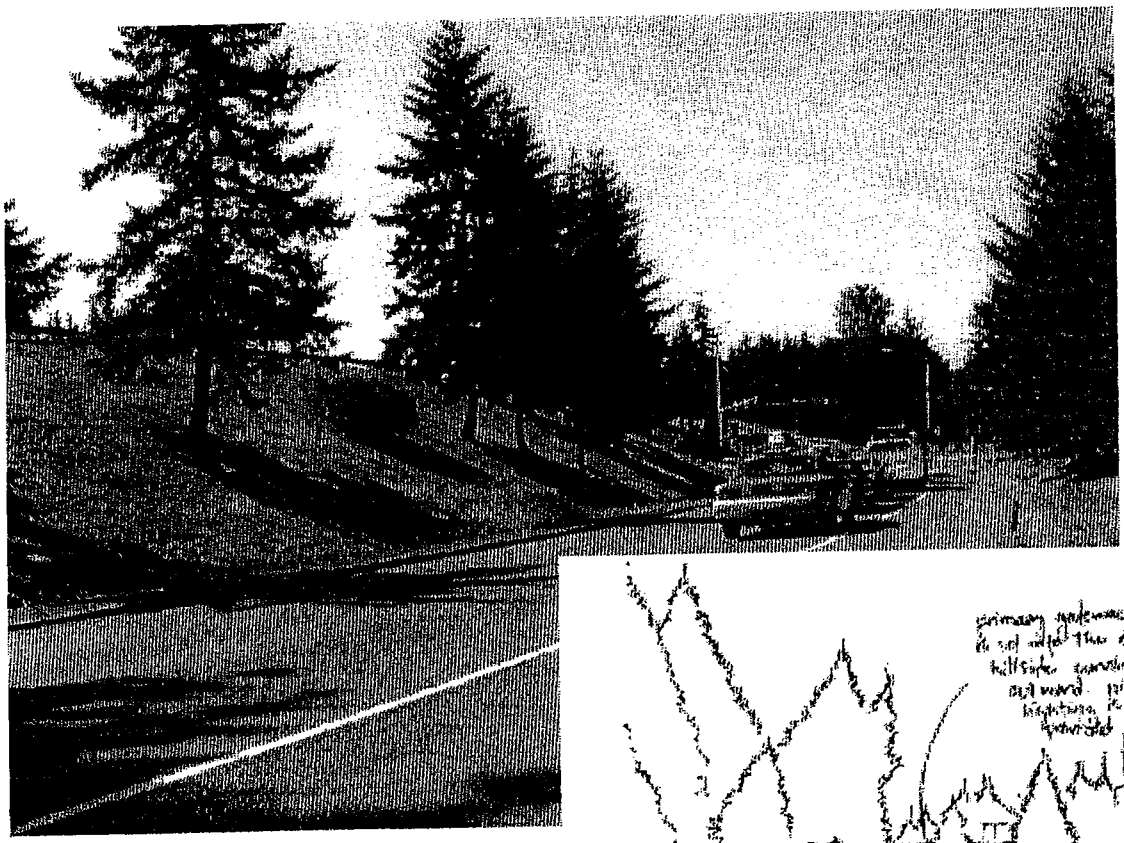
Conceptual option -
using south portion of property
(plan sketch)

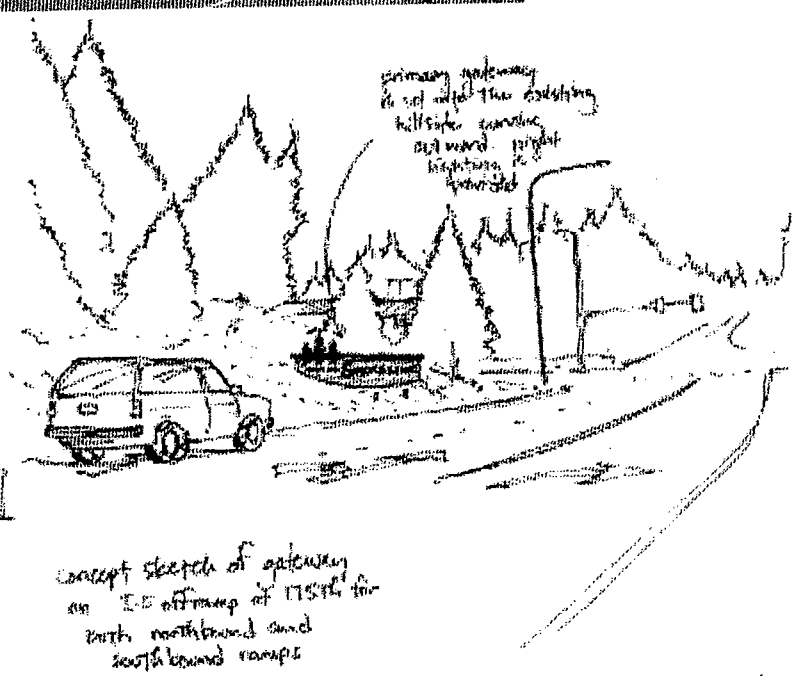
GATEWAY TREATMENT CONCEPT
Concept B - City using south portion of property
Location: Westminster Way @ Dayton Ave

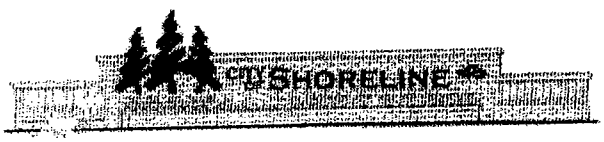
ORIGINAL

V. CONCEPT SKETCHES FOR TOP GATEWAY SITES

V.C. N 175th STREET / I-5







Primary Gateway

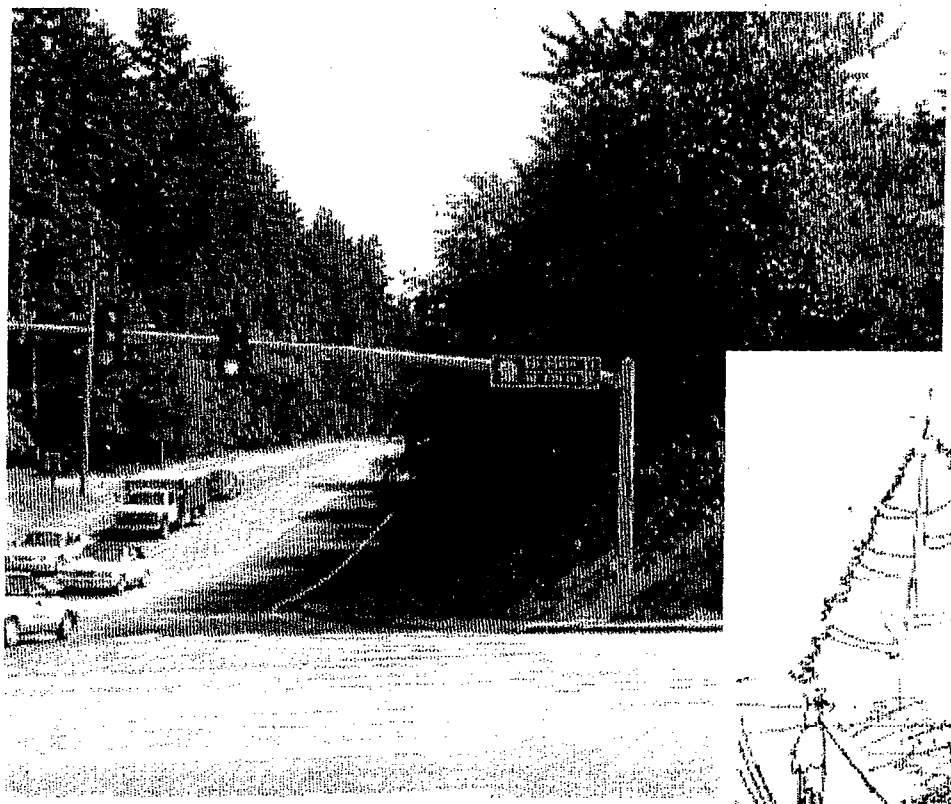
concept sketch of gateway on I-5 offramp at 175th for both northbound and southbound ramps

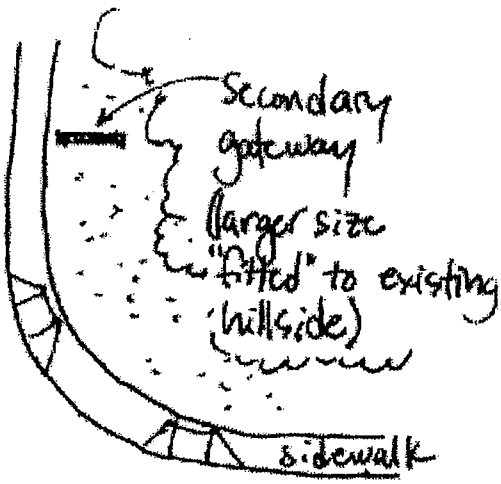
GATEWAY TREATMENT CONCEPT
Location: I-5 at NE 175th Ave.

ORIGINAL

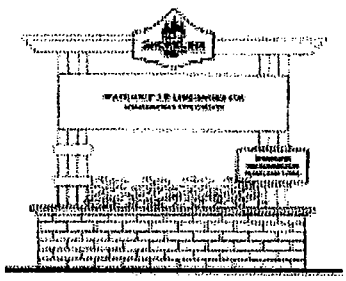
V. CONCEPT SKETCHES FOR TOP GATEWAY SITES

V.D. MERIDIAN / N 205TH STREET





Conceptual plan of gateway - SW Corner of 205th and Meridian



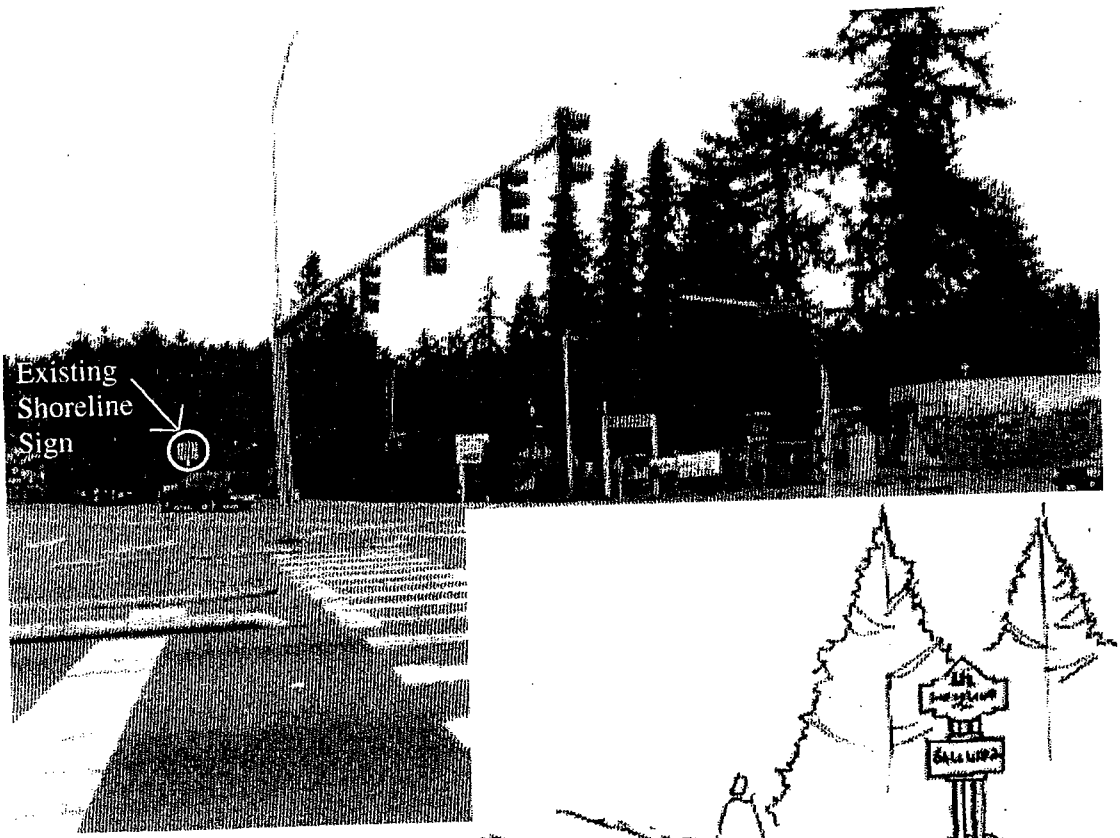
Large Secondary
Gateway Sign

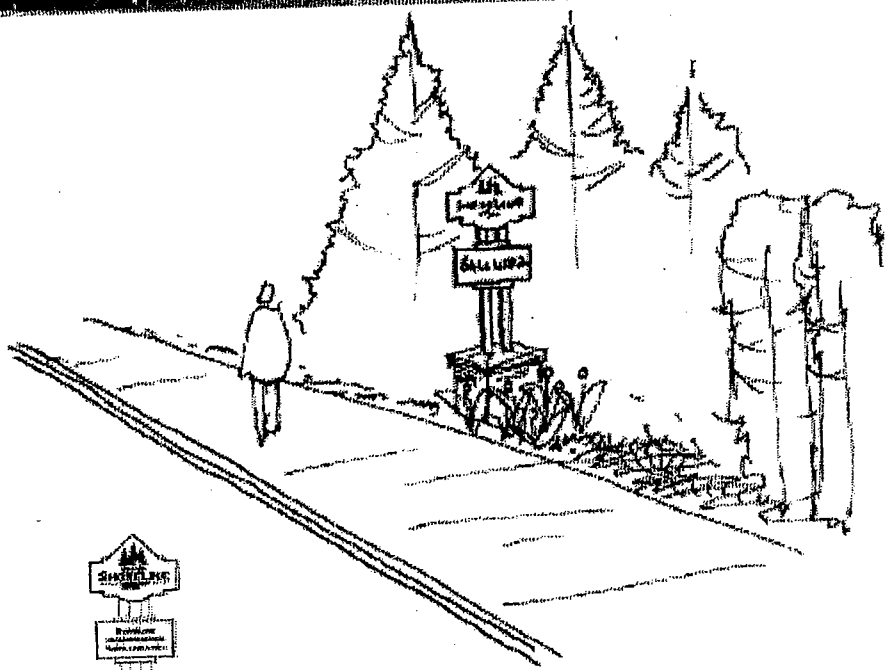
GATEWAY TREATMENT CONCEPT
Location: NE 205th St. & Meridian N

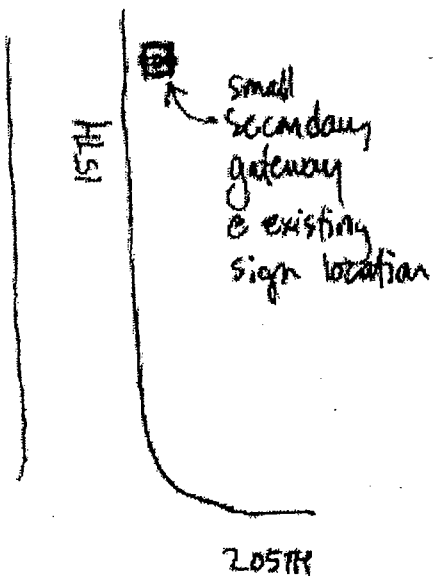
ORIGINAL

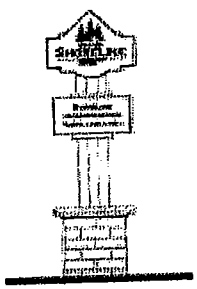
V. CONCEPT SKETCHES FOR TOP GATEWAY SITES

V.E. 15TH STREET NE / N 205TH STREET









Small Secondary
Gateway Sign

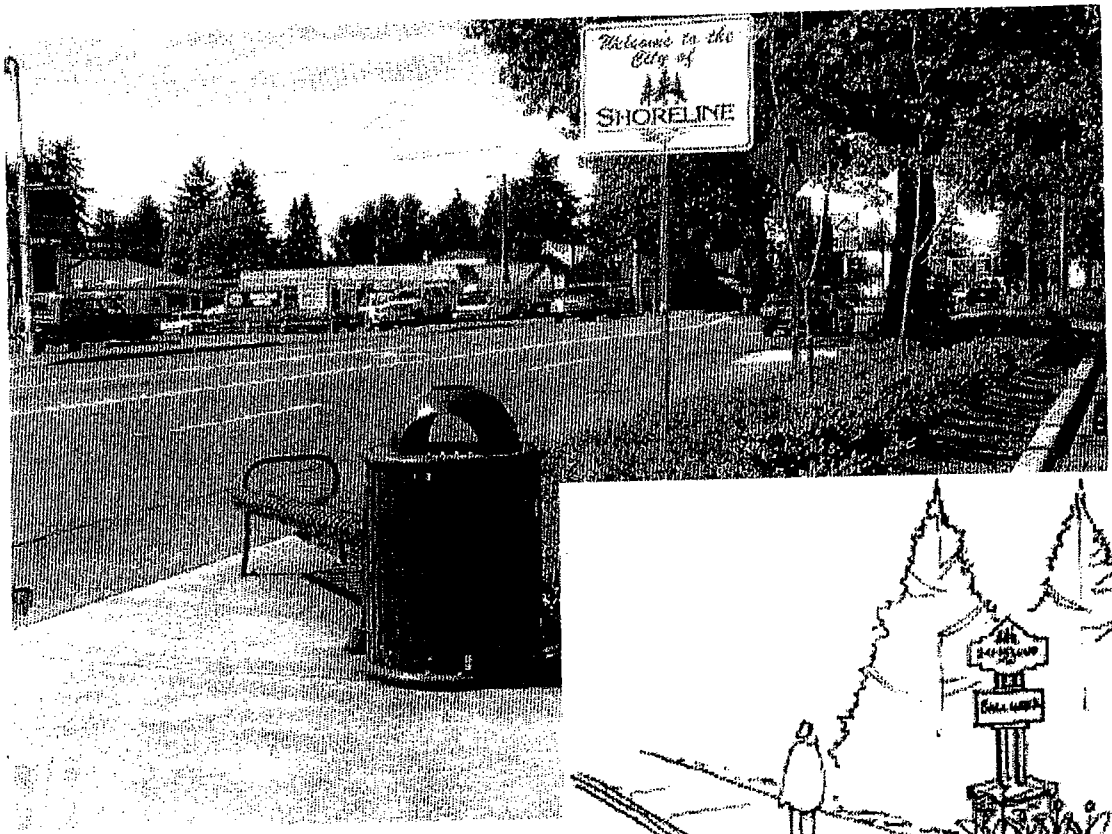
conceptual plan of
gateway west
side of 15th Ave.

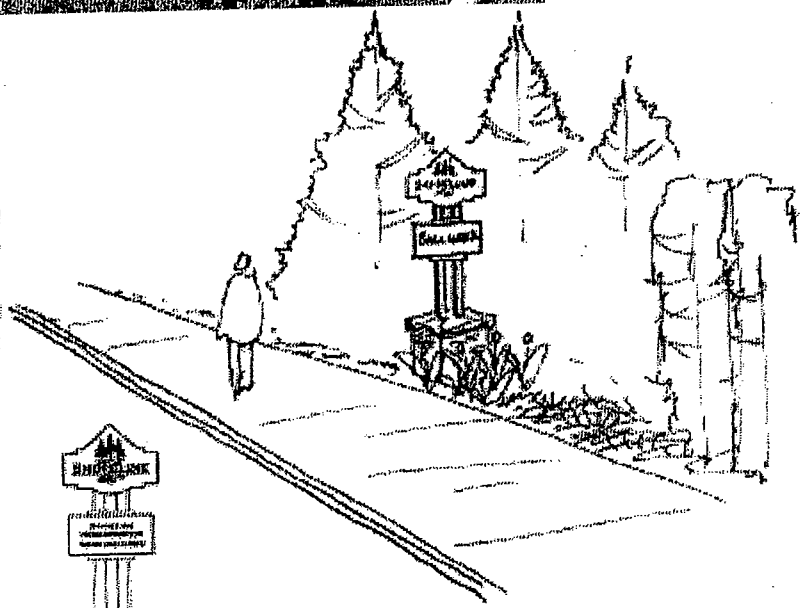
GATEWAY TREATMENT CONCEPT
Location: NW 205th & 15th Ave NE

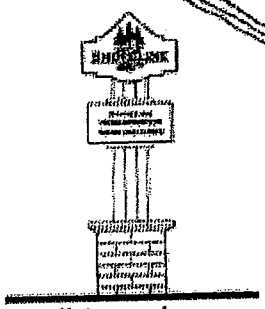
ORIGINAL

V. CONCEPT SKETCHES FOR TOP GATEWAY SITES

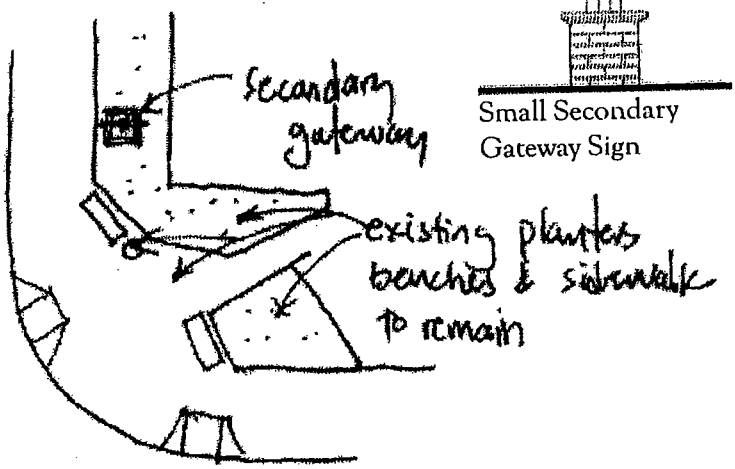
V.F. 15TH STREET NE / N 145th STREET







Small Secondary Gateway Sign



conceptual plan of gateway - NE Corner of 145th and 15th

GATEWAY TREATMENT CONCEPT
Location: 145th St. N & 15th Ave NE

ORIGINAL

VI. SIGNIFICANT EVENTS: PROGRESS & HISTORY OF GATEWAYS

EVENT	*RESULT*
1998 Adoption of Shoreline's First Comprehensive Plan.	Vision statement in the Plan indicates a need to enhance Shoreline's gateways to support the identity of the city. The plan outlines that every entry into the city should have a "special treatment." A map is produced indicating where key gateways may be established.
2001 City Council establishes a work-plan goal to adopt a Gateway Master Plan during 2001-2002 ("City Council Goal #5")	Staff begins developing a work program to accomplish this goal.
October 15, 2001 City Council Workshop	A proposed project process and timeline is presented to City Council. Council provides staff with feedback and staff proceeds with project.
June 3, 2002 City Council Workshop	Images of every gateway location were presented to the Council. The design team introduced the theme concept that could be carried throughout the City's gateways: "Shoreline is home." City Council indicated that this was an appropriate concept. They also added that they would like to see the simplicity of the existing gateway installation by Walgreen's at N 145th ST and Aurora carried throughout the plan. Council members also expressed a desire to see the City's logo incorporated into gateway design.
2002 City Council establishes a work-plan goal to implement the Gateway Plan during 2003 ("City Council Goal #9")	Funding in the City's Capital Improvement Project budget is approved. During years 2003, 2004, and 2005 $100,000 has been set aside each year for gateway construction

VI. SIGNIFICANT EVENTS: PROGRESS & HISTORY OF GATEWAYS

July 25, 2002 Public Open House #1 Hosted by Planning Commission and Parks Recreation and Cultural Services Advisory Committee	This meeting was used to gather information about gateway design preference and hierarchy. Board members filled out preference surveys to provide staff with an indication about which gateways were most important for the city, and therefore which sites should be constructed first. Comments were made that in general the design solution that was most desirable is that which is similar in style to the installation at N 145th and Aurora (the Walgreen's site).
September 26, 2002 Public Open House #2 Hosted by Planning Commission and Parks Recreation and Cultural Services Advisory Committee	This meeting was used to confirm gateway hierarchy and implementation order (the survey results from the last meeting). In addition, design alternatives were presented based on the "Walgreen's" prototype. The board also discussed the design elements that are most crucial for incorporation into the City's gateways. The boards returned to the theme "Shoreline is home."
November 7, 2002 Public Hearing on Gateway Plan	Presentation of the Draft Gateway Plan for Public Comment. Planning Commission recommends approval of draft plan with minor modifications. In addition, PC recommends approval of Development Code Amendment to include gateways as part of the sign code exemptions.
January 6, 2003 City Council Meeting Workshop	Presentation of the Draft Gateway Plan for City Council review.
January 27, 2003 *Anticipated City Council Meeting* *Regular Meeting*	Adoption date of the Gateway Plan. Resolution No. 202 Ordinance No. 319

ORIGINAL

Exhibit A

Description of Alternative A Modified

The Aurora Corridor Project is intended to enhance the safety of all users and improve the economic development potential of the business district while recognizing the regional importance of the Aurora Avenue North in the overall transportation network between North 145th Street and North 165th Street. Alternative A Modified would have a seven-lane configuration. The advantages of the proposed seven-lane configuration are:

- Additional and adequate capacity in the northbound and southbound directions (with added intersection improvements and interconnection between signals)
- Increased safety because a median would control left-turn movements into and out of driveways, thus reducing potential conflict points
- Increased safety because there would be continuous sidewalks and pedestrian lighting, continuous roadway lighting, and pedestrian refuge areas in the center median
- Improved local and regional transit because there would be dedicated northbound and southbound BAT-only lanes
- Improved aesthetics and visual continuity with construction of landscaping, illumination, and pedestrian facilities

Alternative A Modified proposes construction of continuous 7-foot wide sidewalks with an adjacent 4-foot wide amenity zone and 6-inch curb that extends the length of the project area, and seven lanes of traffic (two general-purpose lanes and one continuous Business Access/Transit [BAT] lane northbound and southbound, and one center lane for left/u-turn pockets/median). A typical cross section for this configuration is attached on page 3. The BAT lane would serve transit buses and right-turning general purpose vehicles. Transit buses would be allowed to operate in the BAT lane throughout the entire length of the Aurora Corridor Project area. The BAT lane would also allow general-purpose vehicles entering and existing businesses to accelerate and decelerate in a dedicated lane without affecting the speed of through traffic. This low volume lane would enhance safety by improving access to and from businesses and properties along Aurora Avenue North and also will increase the capacity of the general purpose through lanes by allow in traffic to maintain constant speeds. General purpose vehicles in the BAT lane would be required to turn right at each street intersection.

Left turn/u-turn openings in the raised center median would be provided at signalized intersections at North 145th Street, North 152nd Street, North 155th Street, North 160th Street, and North 165th Street. Additional left turn/u-turn pockets would be provided southbound at Jiffy Lube/The Brake Stop, northbound at North 149th Street, southbound at Seattle Restaurant Supply, northbound at Westover Plaza, northbound at North 163rd Street, and southbound at Vons Square/Sarah's Auto Center. The width of the median at

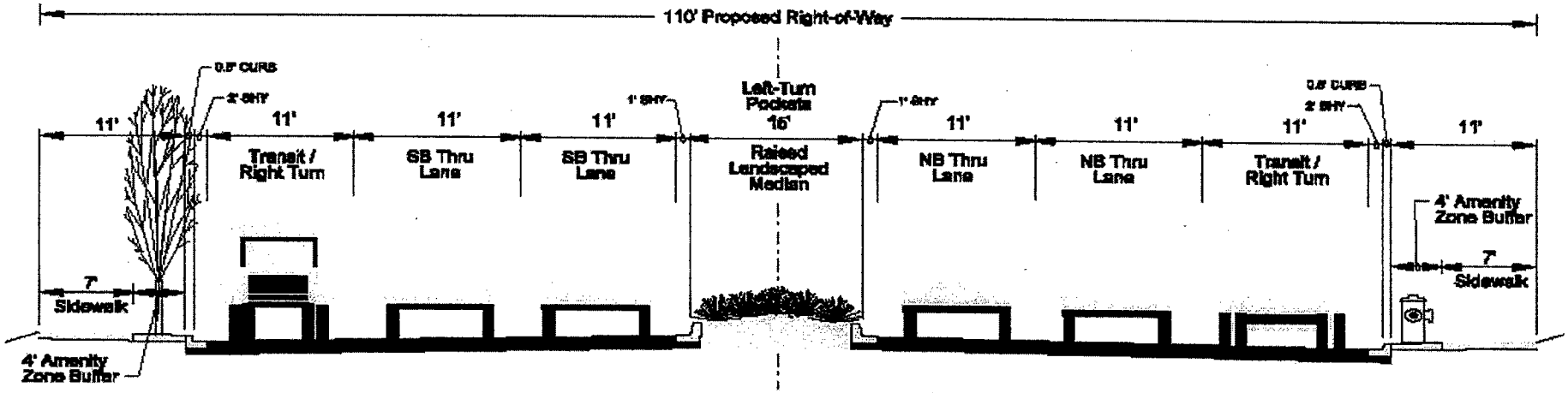
turn pockets would be 4 feet; left-turn lanes would be shortened at intersections with new left-turn pockets. In addition, dual left-turn lanes would be provided northbound at North 160th Street and eastbound on North 155th Street at Aurora Avenue. The median access concept is shown on page 3.

The project would include installation of new traffic signals at North 165th Street and North 152nd Street and modifications to existing traffic signals located at North 145th Street, North 155th Street, and North 160th Street. Alternative A Modified proposes to close the east leg of the intersection with North 160th Street and Aurora Avenue. The benefits of this option include improved safety for the Interurban trail crossing at North 160th Street, improved signal operations at 160th Street, and restricting potential cut-through traffic at this location. In addition, by closing this leg of the intersection, additional parking can be provided within the right of way for the trail users and local business customers. This alternative also includes a design option that would keep North 160th Street open to through traffic east of Aurora Avenue North.

Additional proposed improvements include constructing curbs and gutters on all sidewalks, planting street trees, and providing other pedestrian amenities. Continuous 7-foot-wide sidewalks would be constructed along both sides of Aurora Avenue North to provide pedestrian walkways that are safe and attractive; sidewalks would be narrowed where building conflicts exist. A 4-foot wide amenity zone would be constructed adjacent to the 6-inch curb – except at interim sidewalk locations, and would serve as a buffer between pedestrians and street traffic. Pedestrian railings would be provided as necessary to protect pedestrians at vertical grade separations, such as along retaining walls.

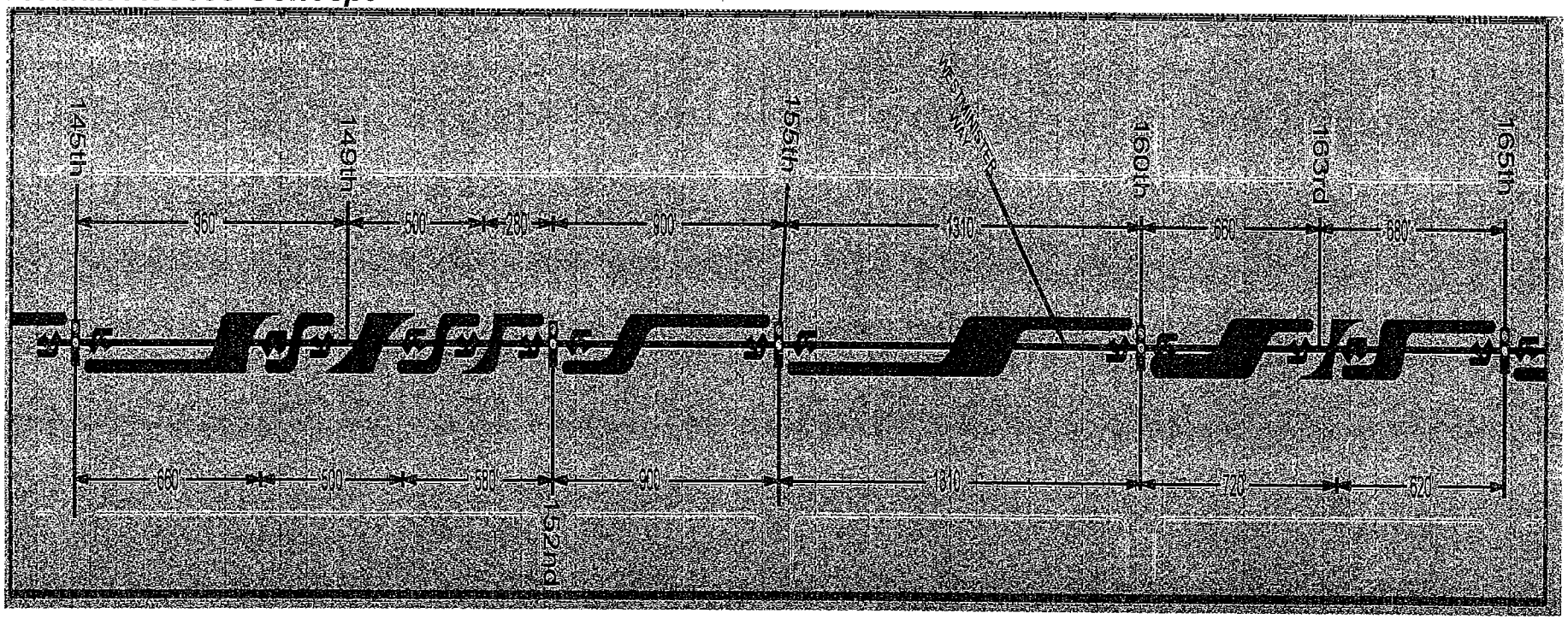
Alternative A Modified proposes interim sidewalks at three locations to mitigate impacts to properties or businesses. An eight-foot sidewalk with no amenity zone would be constructed in front of the Shay's Restaurant Plaza so that no parking would be impacted at this location. An interim sidewalk of eight-feet with no amenity zone is also proposed in front of the CarePlus facility to allow for emergency vehicle parking. In addition, a seven-foot wide sidewalk with no amenity zone is proposed in front of the Ski Seattle building to avoid impacts to this building.

Bus shelters would be built at specific transit stop locations, and illumination would be added throughout the corridor, both pedestrian scale lighting and consistent roadway lighting. In addition, overhead utilities would be relocated underground. The stormwater drainage system would include a new collection and conveyance system, improved water quality facilities to treat the roadway stormwater collected, and oil-water separators located at high volume intersections including North 145th Street and North 155th Street. In addition, detention facilities would be incorporated in the project, improving stormwater detention for Aurora Avenue runoff.



Alternative A-Modified
Typical Cross Section at Mid-Block

Alternative A Modified
Median Access Concept



ORIGINAL

Mitigation For Aurora 145th-to-165th Project

Transportation

Construction Impacts

Impacts related to the build alternatives will be mitigated to the greatest extent possible through the application of construction best management practices (BMPs), including traffic control plans, construction staging plans, and continual communication and coordination with businesses along the project limits.

Traffic on Aurora Avenue will be notified to use alternate routes during periods of significant disruption or traffic, and regional transit service would be used to provide additional person-movement capacity at these times.

Planning adequate traffic control during design and construction of this project are key to a smooth, successful, and safe construction. Continued public information and opportunities for input will be provided throughout the period of construction.

Partnerships with adjacent businesses will be maintained throughout the construction period to ensure that business access needs are met during construction.

See the following Neighborhood Traffic Impact section for mitigation measures to address neighborhood traffic impacts during construction.

Transit

Coordination with King County Metro and Community Transit will be ongoing throughout the construction period to minimize impacts to transit service. Bus zone relocation or closure will be clearly signed and communicated to transit riders. Temporary stops will be provided in a safe and accessible location, free of conflicts from other traffic and construction activity.

Bicycles and Pedestrians

The following will be considered when developing a traffic control plan for road construction:

- Bicyclists and pedestrians must not be placed into conflict with work site activities because it impedes the work and increases the risk to pedestrian safety.
- Bicyclists and pedestrians must not be put into conflicts with other traffic moving through or around the work area.
- Bicyclists and pedestrians must be provided with a safe and convenient travel way (temporary sidewalk or bike path) that replicates as nearly as possible the qualities of a sidewalk, bikeway, or multipurpose trail.

- Construction flaggers may be provided to facilitate the safe movement of pedestrians and bicyclists through the work zone.
- Provide well-marked detour routes for bicycles and pedestrians that enable direct and safe access to destinations.

Traffic Control Plan

Traffic control plans (TCPs) help ensure a safe and efficient construction operation. Formal TCPs for the construction of Aurora Avenue North will be prepared to ensure that adequate traffic control is provided during the construction phases and to help ensure that access through the construction zone and to businesses will be safe.

Construction Staging Plan

Formal construction plans will be prepared to aid in management of traffic during construction. The primary options for construction staging are shift, detour, and half-width construction. Shift or half-width construction options are usually the preferred methods of construction because they allow business access during construction, and minimize the spread of construction impacts throughout the community. The shift option maintains the existing lane configuration of the roadway to maximize roadway capacity and driver comfort during construction. It is possible only when sufficient right-of-way is available. Half-width construction staging is another option that maintains some service along the roadway during construction. With this option, all of the roadway traffic is placed on one half of the roadway while the other half is under construction. The number of traffic lanes is reduced, and business access is more difficult to provide.

Construction detours for this project are not anticipated, however they might be needed if major structural repair of the entire roadway or extensive underground utility relocation is required. Such detours will be considered only if the following conditions apply:

- There is only moderate and tolerable impact on the local economy and services.
- No major controversy is generated by the detour. This includes adverse impacts to neighborhoods.
- Substantial environmental impacts and right-of-way clearance problems are anticipated.
- The cost of maintaining the designated detour route is less than the cost of the half-width construction option.

When detours and lane closures are needed on high-volume multilane highways, they will generally be scheduled to occur during the non-peak daytime and nighttime hours when traffic volumes are at their lowest levels.

Detour routes, when used will be well signed using only appropriate arterial routes.

The sequence of construction will be planned to minimize the length of construction, to keep traffic flowing, to maximize access to properties, and to allow proper pavement construction.

ORIGINAL

Maintaining Access and Communication

During the course of construction, access to businesses along Aurora Avenue North will be maintained. Temporary access revisions would be well marked and will provide the most direct access to properties possible. One approach for maintaining access while reconstructing driveways will be to construct one-half driveways to enable access using the other half during curing of concrete.

Signing during construction can be divided into two categories, those that are required to identify the worksite and its related conditions and hazards and those that identify business locations and access points that might be obscured during construction.

Owner/tenants along the corridor will be kept informed of construction schedules, schedule changes, and information detailing construction activities.

Neighborhood Traffic Impacts

The City will undertake a neighborhood traffic safety program along the Aurora Corridor. This program includes collecting baseline count information, monitoring traffic impacts, and mitigating impacts if necessary. The City will monitor traffic impacts on adjacent and parallel streets to Aurora during construction and after construction. The program will also include spillover traffic monitoring during construction, with temporary traffic control measures. The counts will eventually be incorporated into the City traffic count program. If a street has traffic growth resulting from the Aurora Project that is documented to exceed a threshold yet to be established, then physical devices may be installed such as traffic circles, diverters, chicanes, or street closures.

Land Use

The City will comply with all applicable permits and approvals to begin construction of the proposed project.

Property acquired for new right-of-way will be purchased by the City at fair market value in accordance with the *Aurora Avenue North Right-of-Way Policies and Procedures Manual* and in accordance with "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended."

Social

Services

The City will coordinate with public service providers to locate construction and future access points prior to construction. If access points used during construction become ineffective during construction, then the access points will be revised.

As-built drawings from utilities for use in project design and construction will be obtained.

Coordinate with police, fire, ambulance services, and school bus services to keep them apprised of construction activities and detour routes.

To minimize impacts on emergency services, the City and the contractor will inform and update the appropriate City, county, and state police and fire departments of all construction activities that would affect their emergency response procedures. Provisions for emergency vehicle access through the project area would be maintained throughout all phases of construction.

Improving the fire hydrant spacing on the east and west sides of Aurora Avenue would enhance fire protection for all businesses along the corridor by making it less likely that the fire department would have to lay large-diameter hose lines across Aurora Avenue during emergencies. It would also result in less traffic disruption if this eventually were to occur.

Interruptions to utility services will be minimized by coordinating the relocation of utilities with the contractors' schedules and by notifying customers in advance of any service interruption. Measures would be taken to ensure that existing pipelines are adequately protected against potential adverse effects of the settling that might result from compaction.

For utility lines that must be rerouted or relocated, the City and the contractors will work with the affected utility company to coordinate the necessary modifications.

Pedestrian and Bicyclist Facilities

Space will be maintained on the nonconstruction side of Aurora Avenue North for pedestrians and bicycles during construction.

Wider sidewalks will minimize conflicts between pedestrians and bicyclists when bicyclists are on the sidewalk.

Economics

Installing temporary signage will be installed to inform drivers that access to businesses during construction is temporarily changed or restricted and that businesses are open. Notify community through newspaper that businesses are open and identify possible detour routes.

Contractors will be required to submit and receive approval of a construction plan to maintain access for all properties and businesses adjacent to construction activity. Interruptions to businesses will be expected to be minimal.

Property owners will be compensated for the fair market value of property acquired for new right-of-way, in accordance with the *Aurora Avenue North Right-of-Way Policies and Procedures Manual* and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

The City will work with impacted businesses that lose compliant parking spaces to reconfigure the remaining parking area to maximize the number of available parking spaces. Parking lot reconfiguration, where appropriate and necessary, will occur as part of the project. This includes restriping parking areas to maximize the number of parking spaces.

Permanent signage will be installed to direct vehicles to legal u-turn intersections.

ORIGINAL

Air Quality

Best Management Practices for Fugitive Dust control will be used as outlined in the Association of General Contractor's Fugitive Dust Handbook.

The following mitigation will be implemented:

Using water spray as necessary to prevent visible dust emissions, particularly during demolition of brick or concrete structures by mechanical or explosive methods.

Preventing dust emissions during transport of fill material or topsoil by covering the load, either by wetting down the load or by ensuring adequate freeboard on trucks.

Promptly cleaning up any spills of transported material on public roads by frequently using a street-sweeper machine.

Covering loads of hot asphalt to minimize odors.

Scheduling work tasks to minimize disruption of the existing vehicle traffic on streets in the vicinity of the station sites.

Maintaining all construction machinery engines in good mechanical condition to minimize exhaust emissions.

Noise

Mitigation of Construction Impacts

Construction hours will be limited to the hours allowed by the City's noise ordinance. Construction noise will be reduced with properly sized and maintained mufflers, engine-intake silencers, and engine enclosures, and by turning off idle equipment.

Stationary equipment will be placed as far away from sensitive receptor locations as possible. Where this is infeasible, or where noise impacts are still substantial, portable noise barriers will be placed around the equipment with the opening directed away from the sensitive receptor property.

Although back-up alarms are exempt from the Washington noise ordinance, they are among the most annoying sounds from a construction site. Where feasible, equipment operators should drive forward rather than backward to minimize this noise. Requiring operators to lift rather than drag materials wherever feasible should also reduce the noise generated from material handling.

If construction must occur at night to avoid conflicts with traffic on Aurora Avenue North then a noise variance must be obtained from the City of Shoreline.

Water Quality/Surface Water

The project will include the following stormwater and erosion control measures. Note that these measures are included to meet current federal, state, and city regulations, so they are not considered mitigation measures. In addition, the City of Shoreline has decided to use the

most conservative criteria for designing stormwater detention and flow control facilities. Because these measures are included in the project, additional mitigation measures for stormwater and/or erosion and sedimentation impacts are not necessary.

Measures to reduce the potential for erosion and downstream sedimentation include the following:

Nonstructural measures—Developing and implementing an erosion and sediment control plan; minimizing soil-disturbing activities during the winter wet season; minimizing disturbed areas by clearly marking clearing and grubbing limits; limiting the amount of area that could be disturbed at any one time; maintaining the erosion and sediment control measures, minimizing the transport of sediment onto paved roads; and sweeping paved roads that have sediment deposited on them from construction activities.

Temporary structural measures —Installing temporary silt fences; using catch basin filters; and placing erosion control blankets on steep slopes.

Permanent measures —Placing erosion protection around pipe inlets and outlets (e.g., riprap or concrete headwalls); and planting the pervious areas.

Stormwater flow control and quality treatment measures include the following:

Stormwater quality treatment facilities in each of the three basins— These facilities would be designed to treat the runoff from as much as possible of the pollutant-generating surfaces in the project area in the basin. The stormwater quality treatment facilities would be designed to meet the basic level of treatment required by the SWDM.

Stormwater detention facilities in the Boeing Creek basin —No stormwater detention facilities would be included for this basin, unless the net new impervious area that would be created by this alternative in the basin increases to or exceeds 1,500 square feet. The stormwater detention facilities would be designed based on the requirements in the SMMWW, i.e. the flow duration standard from the SMMWW with release rates estimated based on forested conditions.

Stormwater detention facilities in the Thornton Creek Basin —These facilities would be designed for the stormwater runoff from the net new impervious area. These stormwater detention facilities would also be designed based on the requirements in the SMMWW, i.e. the flow duration standard from the SMMWW with release rates estimated based on forested conditions.

Stormwater detention facilities in the West Lake Washington (Densmore) basin— For each of the three build alternatives, these facilities would be designed for stormwater runoff from all the project area that is in the West Lake Washington (Densmore) basin following City of Seattle standards.

Special oil-control facilities at the two high-use intersections (North 145th Street and North 155th Street).

No additional mitigation measures for erosion/sediment control and stormwater impacts will be used. As part of the city-wide stormwater master planning effort, the City may implement additional stormwater control measures under other projects in order to improve the conditions of the streams in the City.

Wildlife, Fisheries, and Vegetation

No mitigation measures for impacts to wildlife or vegetation are necessary.

Because stormwater detention facilities, stormwater water quality treatment facilities, and erosion and sediment control BMPs would be included in the project, potential impacts to fisheries would be minimized and mitigation measures for fisheries impacts would not be necessary.

Historic and Archaeological Resources

Archaeological Resources

If previously undiscovered archaeological remains are encountered during construction activities, appropriate mitigation measures will be followed to ensure their identification, evaluation, and disposition. If prehistoric archaeological sites are detected during construction, work should be halted in the immediate vicinity of the find.

The Washington State Department of Transportation (WSDOT) has established operational procedures to deal with discoveries of bones during construction. Please see the Historical and Archaeological Resources Discipline Report for a full description of the WSDOT procedures.

Ethnohistorical Resources

No mitigation necessary at this time.

Historic Resources

The historic properties located within the project area are believed to be ineligible for inclusion in the NRHP. Therefore, no mitigation measures are recommended.

Visual Quality

Mitigation is required only for light and glare impacts that could occur during construction. Light and glare impacts will be mitigated by shielding roadway lighting to ensure that light sources are not directly visible from residential areas and local streets. Furthermore, construction adjacent to residential areas will be subject to noise regulations, which are designed to minimize nighttime disturbance.

Hazardous Materials

Mitigation measures for identified potential impacts will include the following:

Acquire additional information regarding the nature and extent of contamination at the identified sites (including depth to groundwater) and the site cleanup status. This information can be obtained through a request to research Ecology site files.

Conduct Initial Site Assessments (ISAs) or transaction screening evaluations for sites located within or adjacent to the project right-of-way. It is recommended that the ISAs include review of historical tax records located in the Puget Sound Archives to assist in identifying former site uses and to assist in locating possible unregistered USTs. If the information available is not sufficient to establish that the cleanup is complete or is not sufficient to prepare a remediation plan and cost estimate, a Preliminary Site Investigation (PSI) may be required. Findings should also be used to help manage liability during right-of-way acquisition.

Locate USTs and fuel lines prior to construction (i.e., at the Chevron, U-Haul, Unocal 76, Texaco locations).

Determine the presence or absence of PCBs in transformers that will be removed during relocation of overhead electrical utilities. Identified PCBs will require management in accordance with applicable regulations.

If necessary, schedule construction activities in concert with any needed cleanup activities to avoid contaminated areas.

Implement construction techniques that minimize disturbance to the subsurface and prevent the transport of possible contaminants to uncontaminated areas. These techniques would address dewatering activities, site grading and excavation, installation of light standards, stormwater pollution prevention, and spill prevention.

Prepare a comprehensive Contingency and Hazardous Substance Management Plan and a worker Health and Safety Plan to minimize the effects of identified and unanticipated hazardous substance impacts from contaminated soil and groundwater.