

**AGENDA  
SHORELINE PLANNING COMMISSION  
REGULAR MEETING**

Thursday, August 19, 2004  
7:00 P.M.

Shoreline Conference Center  
Board Room  
18560 – 1<sup>st</sup> Ave NE

- |                                       |  |
|---------------------------------------|--|
| <b>1. CALL TO ORDER</b>               | <u><b>Estimated Time</b></u><br><b>7:00 p.m.</b> |
| <b>2. ROLL CALL</b>                   | <b>7:02 p.m.</b>                                 |
| <b>3. APPROVAL OF AGENDA</b>          | <b>7:04 p.m.</b>                                 |
| <b>4. APPROVAL OF MINUTES</b>         | <b>7:06 p.m.</b>                                 |
| a. <i>None available at this time</i> |  |
| <b>5. GENERAL PUBLIC COMMENT</b>      | <b>7:07 p.m.</b>                                 |

The Planning Commission will take public testimony on any subject which is not of a quasi-judicial nature or specifically scheduled for this agenda. Each member of the public may comment for up to two minutes. However, Item 5 (General Public Comment) will be limited to a maximum period of twenty minutes. Each member of the public may also comment for up to two minutes on action items after each staff report has been presented. The Chair has discretion to limit or extend time limitations and number of people permitted to speak. In all cases, speakers are asked to come to the front of the room to have their comments recorded. Speakers must clearly state their name and address.

- |   |                  |
|---|------------------|
| <b>6. STAFF REPORTS</b>   | <b>7:15 p.m.</b> |
| A. Type C Quasi-Judicial Public Hearing on Midvale Ave N Street Vacation                  |                  |
| <b>7. REPORTS OF COMMITTEES AND COMMISSIONERS</b>   | <b>9:25 p.m.</b> |
| <b>8. UNFINISHED BUSINESS</b>   | <b>9:28 p.m.</b> |
| <b>9. NEW BUSINESS</b>  | <b>9:30 p.m.</b> |
| <b>10. ANNOUNCEMENTS</b>  | <b>9:32 p.m.</b> |
| <b>11. AGENDA FOR SEPTEMBER 2, 2004</b>   | <b>9:34 p.m.</b> |
| A. Type C Quasi-Judicial Public Hearing on Formal Plat at 19021 – 15 <sup>th</sup> Ave NE |                  |
| <b>12. ADJOURNMENT</b>  | <b>9:35 p.m.</b> |

The Planning Commission 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 telephone service call 546-0457. For up-to-date information on future agendas call 546-2190.

**PLANNING COMMISSION AGENDA ITEM**  
**CITY OF SHORELINE, WASHINGTON**

**AGENDA TITLE:** Type C Action – Quasi-judicial Public Hearing to vacate a portion of Midvale Avenue N between N 183<sup>rd</sup> and N 185<sup>th</sup> Street.

**DEPARTMENT:** Planning & Development Services

**PRESENTED BY:** Paul Cohen, Senior Planner

**PROPOSAL**

On July 19, 2004 staff presented to Council a city-initiated street vacation for a 170-foot portion of Midvale Avenue N south of N 185<sup>th</sup> Street. Council adopted Resolution 220, which initiates the street vacation process and fixes a public hearing date before the Planning Commission.

The applicant for the redevelopment of the former QFC site has requested the vacation of the north 170-foot portion of Midvale Avenue N. Right-of-Way (R-o-W) up to N. 185<sup>th</sup> Street. One of the significant recommendations contained in the Draft Central Shoreline Subarea Plan was the rerouting of Midvale Avenue N. between N. 183<sup>rd</sup> Street and N. 185<sup>th</sup> Street to align Midvale with the Midvale section north of N. 185<sup>th</sup> Street. It was anticipated that any private redevelopment of the former QFC site would be required to provide for the realignment of Midvale Avenue N. (See pages 30 and 31 from the Draft Central Shoreline Subarea Plan, Attachment A.) The existing Midvale Avenue N. between the proposed vacation and N. 183<sup>rd</sup> and N. 185<sup>th</sup> streets could be utilized for access, parking, landscaping, and possible realignment of part of the Seattle City Light R-o-W if needed. Under WAC 308-330-270 (7) the Council is required to act on a public street vacation upon a traffic engineering study.

The process for reviewing street vacations is described in Chapter 12.17 of the Shoreline Municipal Code and through State law (Chapter 35.79 RCW). State law allows Council to pass a resolution to initiate a street vacation and requires a resolution fixing the time for a public hearing on the vacation before the Planning Commission. The City Attorney has advised that this application be processed as a quasi-judicial action due to the apparent benefit to a single property owner. Planning Commission is the body required to hold an open record hearing, enter findings and make a recommendation based on the merits of the proposal and the decision criteria. The Council then holds a closed record meeting. No new testimony on the merits of the proposal will be taken by the Council in evaluation the proposal. The City Council will then utilize your recommendation when they take final action on the application September 13, 2004 in a closed record hearing.

## **RECOMMENDATION**

Staff recommends that the Planning Commission enter findings and conclusions to recommend approval for the Midvale Avenue N vacation approximately 170 feet south of N 185th Street with the conditions contained within this report (Attachment D: **Draft** Planning Commission Findings of Fact and Conclusions).

## **DISCUSSION**

### **Background**

Staff has met with the applicant for redevelopment of the former QFC site numerous times over the past six months to discuss different alternatives and discuss possible agreements so that the site may be redeveloped. On January 6, 2004 staff responded with a formal letter outlining the major issues and city requirements for redevelopment. Staff met with Council at the June 28, 2004 workshop to present information on the Gateway Plaza proposal, which includes the vacation of a portion of Midvale Avenue N. and its realignment through the applicant's property.

Staff held a pre-application meeting with the applicant on December 18, 2003. The applicant held a neighborhood meeting February 19, 2004. The property owner submitted applications for building permits, demolition, site construction, and rights-of-way on May 4, 2004. All applications, other than demolition, were determined incomplete May 12, 2004 until supplemental information and development authorization was submitted for Midvale Ave. N. and Seattle City Light R-o-W. Since then only supplemental information has been submitted. City staff has agreed to begin review of these applications but will not issue permits until they are complete and Council grants vacation of Midvale Avenue N.

On June 28, 2004 the Council held a workshop to learn more about plans to redevelop the Gateway Plaza. At the July 19, 2004 meeting Council adopted a resolution to authorize the Planning Commission to hold a public hearing on a proposed vacation of a portion of Midvale Avenue N. A public hearing notice and request for written comments on the street vacation was advertised and posted on July 28, 2004. A total of six written comments were received. Please see Attachment B.

### **Proposal Benefits**

The overall Gateway project proposes to redevelop the former QFC site including the tavern and taxi company, Midvale Avenue N., and Seattle City Light property with a 15,300 square foot pharmacy and a 49,260 square foot multi-tenant commercial building with approximately 300 parking stalls. It would also involve removal of the buildings in the Seattle City Light R-o-W, construction of the Interurban Trail and landscaping as well as frontage improvements including landscaping on Aurora Avenue, N 183<sup>rd</sup> and N 185<sup>th</sup> streets.

Specifically, the applicant is requesting that the City vacate a portion of Midvale Avenue N. to allow private use within the Midvale R-o-W. As a condition of approval, the City would need to retain the right to repurchase up to 15 feet of this R-o-W to replace R-o-W that Seattle City Light might lose if Aurora Avenue N. were to shift east as a part of

the Aurora Corridor improvements. There are also utilities in the Midvale Avenue N. R-o-W that the City would need access to maintain.

The vacation is also an opportunity to reroute traffic circulation and unsafe turning movements on to and off of N. 185th Street to an intersection further east to align with Midvale Avenue on the north side of N. 185th Street. The applicant of Gateway Plaza would like to close the intersection of Midvale Avenue. N. and N. 185th Street so that they can coordinate more direct access to their site from N. 183rd Street and Aurora Avenue N. and create more parking in the Midvale R-o-W as well as on Seattle City Light property. For the proposal to function various access easements will have to be granted by the property owner to the City in order to connect Midvale Avenue N. through the applicant's site to the new intersection at Midvale Avenue N north of N 185th Street.

Although the Central Shoreline Subarea Plan has not been formally adopted, it has served as guidance for Council and staff in planning for this section of Shoreline. In the subarea plan the "Gateway Site" is identified for redevelopment with a 5-year and 25-year vision. In either vision, "the plan proposes a private drive through the site that has the character of a street and provides public access as well as through-connectivity. Aligning Midvale Avenue N. at a new signal at N. 185th Street allows for full access and connects the Midvale Main Street with future development at Echo Lake and the Shoreline Park and Ride to the north."

### **Traffic Analysis**

Staff's goals are that the realigned Midvale Avenue N.: "looks and functions like a street"; site access points are placed to improve traffic safety and flow; that it accommodates the future widening of Aurora Avenue N.; and possible traffic spill-over into the adjacent residential neighborhood is mitigated. Staff has reviewed the applicant's traffic impact analysis and the City's own information and determined that the realignment of Midvale Avenue N. through the site will work with the other circulation needs in the vicinity as modified and conditioned by staff.

### **Midvale Avenue N Design (See Attachment C)**

**Area 1 – North Portion Of Midvale Avenue N.:** The applicant has requested a street vacation 170 feet south on Midvale Avenue N. from N. 185th Street to allow for a parking lot and landscaping. The Midvale Avenue N. R-o-W is 45 feet wide. If vacated, the City will require reversionary rights on the property in the event that Seattle City Light R-o-W needs to shift east 15 feet to accommodate the future widening of Aurora Avenue N. A utility easement will also be required on this property for existing underground utilities. No access to or from N 185th Street onto Midvale Avenue N. will be allowed.

**Area 2: South Portion:** Street will remain City R-o-W. Applicant will be required to build a street cross section of two – twelve foot minimum travel lanes subject to parking design, with curbs and landscaping. Parking may be allowed if adequate distance is given to allow safe parking movements on Midvale Avenue N. Any parking in the Seattle City Light R-o-W may be allowed but may be moved to accommodate changes in their R-o-W and pole relocation. The requirement for sidewalks can be met with the Interurban Trail to the west and an 8-foot sidewalk on the east side of Midvale Avenue

N. or an unobstructed easement along the building front. Walkways from the Interurban Trail, across Midvale Avenue N., and to the buildings will be required for pedestrian safety.

**Area 3 – N 185<sup>th</sup> Street and Midvale Avenue N. Extension:** A public access easement granted to the City will extend and complete the new alignment by connecting from Area 2 east between the proposed buildings and then north to align with the intersection of Midvale Avenue N. on the north side of N. 185<sup>th</sup> Street. This extension will include the two travel lanes, angle parking on both sides and the sidewalk along the south side of the extension. The property owner would build, operate, and maintain the access.

To ensure that the Midvale Avenue N. realignment looks and functions like a City street, it will be constructed to have on-grade street paving instead of drive aprons where it connects with N. 183<sup>rd</sup> and N 185<sup>th</sup> Streets, dashed yellow centerline, and no raised cross walks throughout its length. All parking areas adjacent to Midvale will have curbing or drive aprons along its sides to further delineate Midvale as a through street.

**Area 4 – N. 183<sup>rd</sup> Street to Aurora Avenue N:** The applicant is proposing direct access to the site from Aurora Avenue N approximately 250 feet north of N. 183<sup>rd</sup> Street. This short section of street (approximately 80 feet) between Aurora Avenue N. and Midvale Avenue N. will be closed to avoid traffic conflicts with the new main entry into the site. The timing of its closure will be as the main entry opens. The City would close the street in cooperation with Seattle City Light.

**Area 5 – Aurora Main Entry:** The proposed entry will have right-in and right-out only movements. The location of this entry allows for ample separation from the Aurora Corridor plans for the N. 182<sup>nd</sup> Street and N. 185<sup>th</sup> Street intersections. It cannot be opened until N. 183<sup>rd</sup> Street is closed. The property owner would build the entry with the approval of Seattle City Light.

Staff is coordinating with Seattle City Light to obtain their approval of the site plan proposed in their R-o-W adjacent to Midvale Avenue N. This is important because the proposal is dependent on the direct access from Aurora Avenue through the Seattle City Light R-o-W and additional parking. It also involves the City requirement that the Interurban Trail be built in the section between N. 183<sup>rd</sup> and N. 185<sup>th</sup> Streets.

The City may seek the closure of N. 183<sup>rd</sup> Street only where it passes through Seattle City Light property between Aurora Avenue and Midvale Avenue N. because of traffic safety concerns since it is only 80 feet from the proposed site entry. The closure of N. 183<sup>rd</sup> Street and the opening of a N. 182<sup>nd</sup> Street are consistent with the Aurora Corridor Plan.

## **Process**

The process for reviewing Street Vacations is described in the Shoreline Municipal Code and by state law in RCW Chapter 35.79. Part of the process includes a public hearing conducted by the Planning Commission.

In accordance with Shoreline Municipal Code 12.17, Council initiated the vacation of a portion of Midvale Avenue N. and its subsequent realignment because it would benefit and facilitate redevelopment. The decision to vacate and realign streets, intersections, and entries does not approve the proposed building and site design, which is still under review. If Council chooses not to vacate this portion of Midvale Avenue N. this particular development proposal would not be permitted as submitted. If the proposal were revised to be contained solely on the applicant's property east of Midvale Avenue N. site frontage, parking, and other development requirements could be met under the existing building layout.

The Council will hold a closed record meeting on September 13, 2004 to consider the proposed street vacation of a portion of Midvale Avenue North. If the street vacation is approved, the necessary easements would be recorded concurrently with the vacation and interests in the vacated property could be reserved as a condition of vacation.

A street vacation would transfer the ownership and control of the right-of-way to adjacent property owners, with continuing public needs, such as utility easements, reserved in the vacation ordinance.

SEPA review is not required as part of this proposal because per Section 197-11-800(2)(h) of the Washington Administrative Code (WAC) specifically indicates that the vacation of streets or roads is exempt.

#### **CRITERIA FOR STREET VACATION APPROVAL**

The criteria for approving Street Vacations is described in Shoreline Municipal Code 12.17.050, and the Planning Commission may recommend approval of the Street Vacation if the following criteria are met:

##### **CRITERIA 1**

***The vacation will benefit the public interest.***

Midvale does not function well in its current alignment because it only services the back of business in the Seattle City Light R-o-W and enters onto N 185<sup>th</sup> Street too close to Aurora Avenue N for city standards. With the proposed realignment of Midvale, the public health, safety and welfare will not be endangered and will likely be improved.

The proposed vacation meets Criteria 1 by providing the following public benefits:

- 1) The vacation is an opportunity to reroute traffic to eliminate unsafe turning movements on to and off of N. 185<sup>th</sup> Street by shifting traffic to an intersection further east to align with Midvale Avenue N. on the north side of N. 185<sup>th</sup> Street.
- 2) The realignment will also provide the flexibility to realign the Seattle City Light R-o-W to accommodate future Aurora Avenue improvements.
- 3) The street vacation and Midvale realignment would facilitate economic redevelopment of the former QFC site into a more flexible and usable site.

##### **CRITERIA 2**

***The proposed vacation will not be detrimental to traffic circulation, access, emergency services, utility facilities, or other similar right-of-way purposes.***

The proposed vacation meets Criteria 2 by realigning and designing Midvale Avenue North in accordance with the City's engineering standards and in conjunction with the review and input of applicable utility and emergency service providers. The long-range circulation plan, ped/bike plan, and street improvement plan do not address this street section and are unaffected by the realignment. In addition, a traffic impact study and street improvement plan will be reviewed as a part of the development applications to further ensure that there will be no detrimental impacts to traffic circulation, access, emergency services, utility facilities, or other similar right of way purposes.

Further, utility facilities will be maintained in the current location with access rights remaining. Applicable utilities have provided the City with comments and the conditions necessary to ensure the proposed street vacation will not be detrimental to their facilities. The following is a synopsis of the individual utility comments and conditions:

#### ***Seattle City Light***

Seattle City Light owns a strip of land which runs between the right-of-way of Aurora Avenue North and Midvale Avenue N. Seattle City Light primarily uses this property for power transmission lines. Seattle City Light allows for other uses to be permitted through their real property department.

The City has a franchise agreement with Seattle City Light, which allows for the City use of SCL property. Based upon this franchise agreement, the City is pursuing the development of the Interurban Trail on the Seattle City Light right-of-way, which the developer is proposing to construct from N. 183<sup>rd</sup> to N. 185th Streets.

The City of Shoreline has adopted requirements that electrical utilities be placed underground. The right-of-way of Midvale Avenue N includes a power distribution line, which serves the adjacent properties as well as two properties on the eastside of Aurora Avenue North. Power lines serving properties along Aurora and located within the regional business zone will need to be placed underground. See SMC 20.70.460.

#### ***Seattle Water Department***

The water main, which serves this area, is a 6-inch water main. Though not in the R-o-W, improvements to the water main will need to be done prior to any development or construction in this area. The water main along Aurora Avenue North, south of North 185<sup>th</sup> Street is 30-inch diameter.

#### ***City of Shoreline Storm Water Utility***

There is 12-inch storm drainage system in Midvale Avenue N. Currently, storm water runoff from Midvale and adjacent property to sheet flows through the right-of-way that is proposed for vacation. Any development of the site and/or the vacated right-of-way will require on-site storm water flow control, water quality, and conveyance of off-site storm drainage. Storm drainage improvements will be required along the property frontage of Midvale Avenue North. The owner will need to work with Seattle City Light to obtain a permit to install the required storm water conveyance in the Seattle City Light right-of-way.

### **Sanitary Sewer**

The existing Midvale Avenue N includes a sanitary sewer. This needs to remain to serve the adjacent properties and appropriate easements recorded.

### **CRITERIA 3**

***The street or alley is not a necessary part of a long-range circulation plan or pedestrian/bicycle plan.***

The proposed vacation meets Criteria 3, in that the pedestrian/bicycle plan does not include Midvale Avenue N. as a part of its long-range plan. However, the construction of the Interurban Trail from 183<sup>rd</sup> to 185<sup>th</sup> is part of the City's long range pedestrian and bicycle plan. Therefore, the proposed vacation as conditioned to construct the portion of the Interurban Trail from 183<sup>rd</sup> to 185<sup>th</sup> fulfills the long-range circulation plan for this area.

### **CRITERIA 4**

***The subject vacation is consistent with the adopted comprehensive plan and adopted street standards.***

There are no policies in the Comprehensive Plan that specifically address street vacations. The following policies do have application to the proposed vacation:

Goal TV: Protect the livability and safety of residential streets from the adverse impacts of the automobile. The intent of the street vacation is to realign Midvale, along with other adjustments in circulation and access, to improve circulation in and around the site.

LU39: Ensure vital and attractive commercial areas through public/private investments including pedestrian amenities, transportation services such as parking, bicycle and pedestrian routes. The zoning and land use is Regional Business. The Comprehensive Plan designates this property as Community Business.

LU50: Encourage the redevelopment of key, underused parcels through incentives and public/private partnerships.

LU51: Initiate opportunities to build a showcase development as an example and template for future development.

LU60: Assist with land assembly, redesign rights-of-way to improve intersections and assemble property for redevelopment.

The adopted street standards can be met with the proposed vacation as conditioned in this recommendation.

The comprehensive plan policies noted above are supported by the proposed street vacation through the vacation's facilitation of an improved street design and circulation for Midvale Avenue N., N. 185<sup>th</sup> Street and Aurora Avenue N.; by bringing the area up to current City design and amenity standards; and facilitating the assembly of land to encourage the redevelopment of a key, under-developed commercial area.



## **APPROVAL CONDITIONS**

The affected utilities and City departments have reviewed the petition for vacation and have no objections to the vacation if the following conditions are met:

1. Any and all construction on adjacent parcels must meet City of Shoreline requirements such as development standards, engineering guidelines, and SEPA mitigating measures.
2. A total width of 45 feet of right-of-way and a length of 170 feet south of the N. 185<sup>th</sup> Street R-o-W is vacated with reversionary rights to allow Seattle City Light to move their R-o-W east and accommodate power poles and to retain a utility access easement for existing and future underground utilities. (Area 1).
3. Maintain Area 2 as City R-o-W and allow a use permit to redevelop per city street standards.
4. An access agreement is granted to the City for the area described in Area 3 with construction and maintenance completed by property owner.
5. Coordinate the City's closure of N. 183<sup>rd</sup> Street between Midvale Avenue N. and Aurora Avenue N. with the opening of the site's main entry from Aurora Avenue N. (Area 4).
6. Allow with the permission of Seattle City Light the construction and use of the main entry to the site from Aurora Avenue N.
7. All existing encroachments in City of Shoreline right-of-way shall be removed.
8. Construction of the Interurban Trail must be completed between N. 183<sup>rd</sup> and N. 185<sup>th</sup> Streets.
9. Easements for each utility need to be recorded prior to the vacation taking effect. Utility easements must allow for extension of mains and allow for underground service.
10. All utilities have stated that any facility relocation or changes to service will be done at the cost of the applicant.
11. Seattle City Light requests that the vacation ordinance include language granting and reserving rights to Seattle City Light for the perpetual use, operation, and maintenance of its overhead and underground electrical system within the subject property.
12. Ronald Wastewater has indicated that a sewer line is located in the subject property, and a sewer easement agreement will need to be recorded prior to the street vacation taking effect.
13. Seattle Public Utility has indicated that a water line is located in the subject property, and an easement agreement will need to be recorded prior to the street vacation taking effect.
14. There is an existing 2-inch gas line 20 feet west of the centerline of Midvale Avenue N. This main currently serves customers at Monarch Appliances. If

these businesses are demolished, PSE would need to be notified prior to the work in order to remove the gas meters to the existing building and to cut and cap the gas main in Midvale to clear the proposed development area. If new gas service is needed, the applicant should contact PSE.

15. AT&T Broadband would require a minimum four weeks, after payment is received, to remove and relocate any facilities.

## **CONCLUSION**

1. The vacation is an opportunity to reroute traffic to eliminate unsafe turning movements on to and off of N. 185th Street by shifting traffic to an intersection further east to align with Midvale Avenue N. on the north side of N. 185<sup>th</sup> Street.
2. The realignment will also provide the flexibility to realign the Seattle City Light R-o-W to accommodate future Aurora Avenue improvements.
3. The street vacation and Midvale realignment would facilitate economic redevelopment of the former QFC site into a more flexible and usable site.
4. The street vacation meets the necessary criteria and therefore should be approved as conditioned.

## **PLANNING COMMISSION OPTIONS**

1. Adopt the Draft Planning Commission Findings of Fact and Conclusions to recommend approval for the Midvale Avenue N. vacation of approximately 170 feet south of N. 185th Street with the conditions contained within this report.
2. Amend the Draft Planning Commission Findings of Fact and Conclusions to recommend approval for the Midvale Avenue N. vacation of approximately 170 feet south of N. 185th Street.
3. Amend the Draft Planning Commission Findings of Fact and Conclusions to recommend denial for the Midvale Avenue N. vacation of approximately 170 feet south of N. 185th Street.

## **RECOMMENDATION**

Staff recommends that the Planning Commission enter findings and conclusions to recommend approval for the Midvale Avenue N vacation approximately 170 feet south of N 185th Street with the conditions contained within this report (Attachment D: **DRAFT** Planning Commission Findings of Fact and Conclusions).

## **ATTACHMENTS**

- Attachment A: Draft Central Shoreline Subarea Plan - Pages 30 and 31  
Attachment B: Comment Letters  
Attachment C: Site Map Depicting Proposed Vacation and Easements  
Attachment D: **DRAFT** Planning Commission Findings of Fact and Conclusions

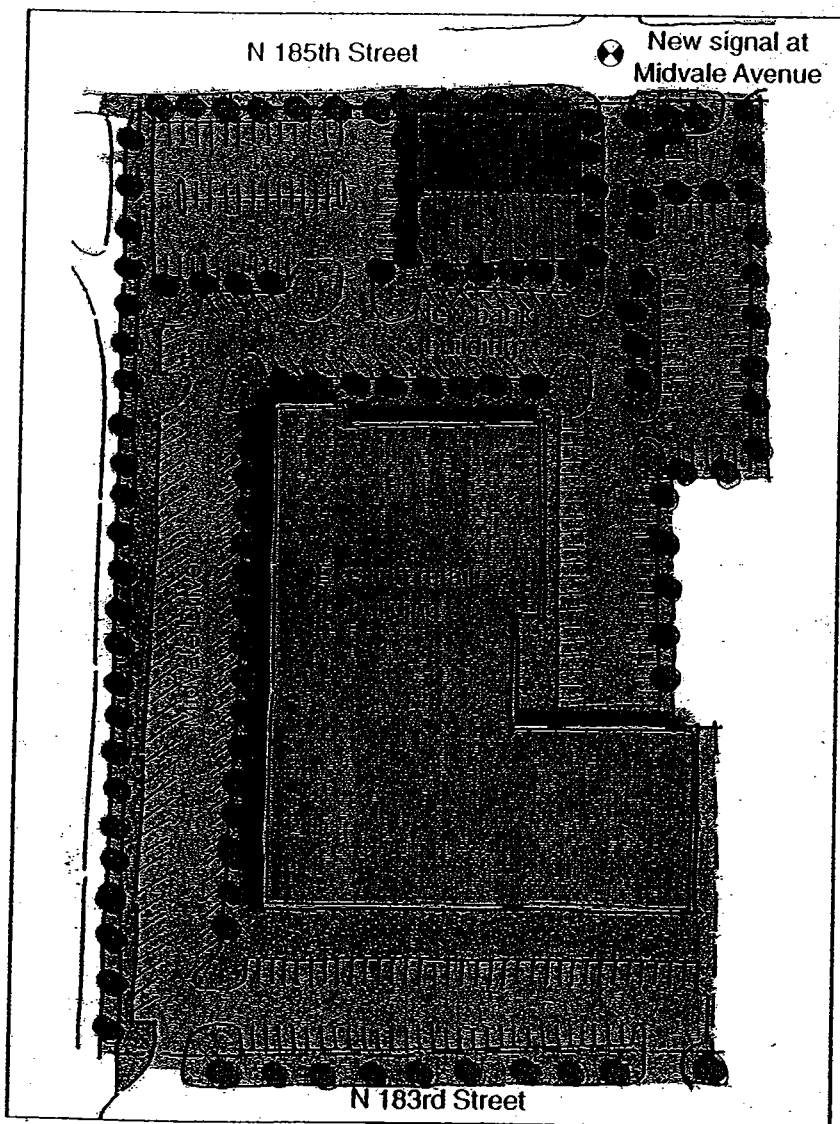
# ATTACHMENT A

## CENTRAL SHORELINE SUBAREA PLAN

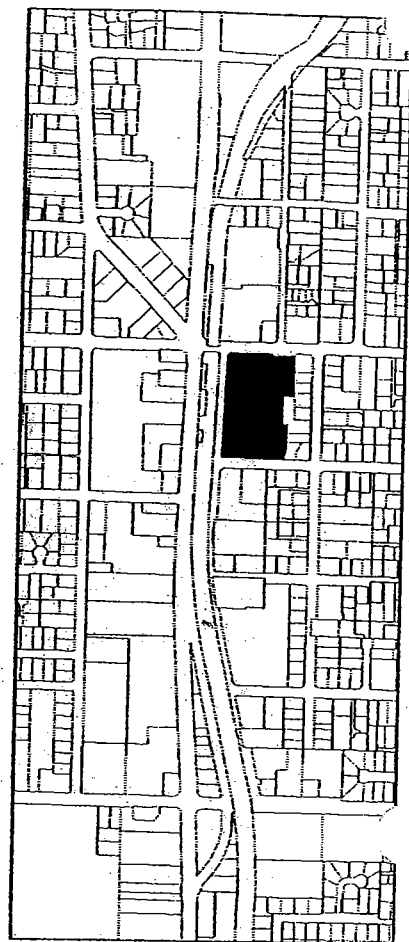
### THE "GATEWAY" SITE

The site represents an important anchor of the Midvale Main Street to the north. In collaboration with the property owner, the consultant team developed a variety of possible redevelopment concepts. The following 5-year and 25-year visions are based on a set of concrete assumptions. Depending upon market forces and other criteria an earlier complete redevelopment of the site seems feasible.

The site plans show Midvale Avenue vacated. However, a street connecting N 183rd with N 185th Street is key. The plans propose a private drive through the site that has the character of a street and provides public access as well as through-connectivity. Aligning Midvale at a new signal at N 185th Street allows for full access and connects the Midvale Main Street with future development at Echo Lake and the Shoreline Park and Ride to the north.



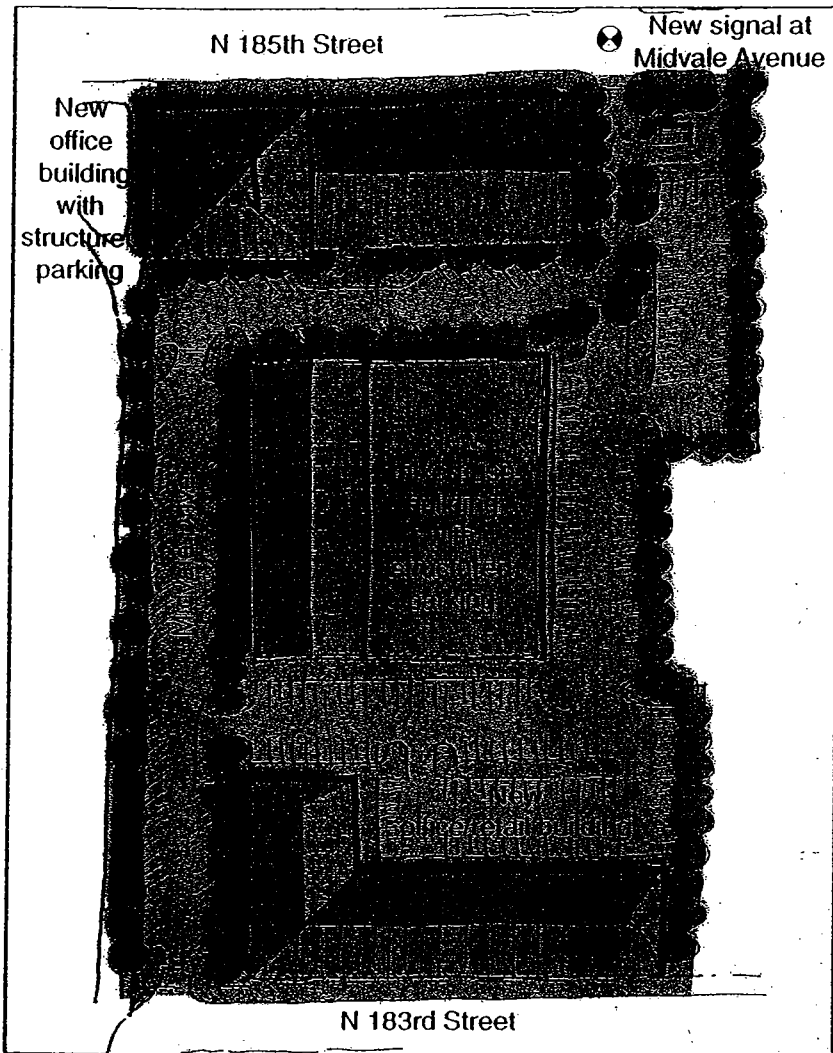
5-Year Vision



Locator key

In the 5-year vision, the existing retail building has been renovated and may have a different use. A new office building to the north houses a bank with an adjacent drive-through ATM. A drive with diagonal parking and sidewalks connects Midvale Avenue south of the site with its northern leg.

# CENTRAL SHORELINE SUBAREA PLAN



25-Year Vision

In the 25-year vision, the site has been completely redeveloped. The bank building now is part of a larger office building with structured parking. A larger footprint structure could house the YMCA or a small grocery store. An L-shaped office or retail building occupies the southern edge of the site. Structured parking below a portion of the new buildings accommodate additional parking, thus allowing higher density development.



A view across Aurora towards the Gateway Demonstration site shows new mixed-use buildings.

# DEVELOPMENT STANDARDS

## PURPOSE

The purpose of this chapter is to establish Development Standards for the Central Shoreline Subarea. The Development Standards will eventually be translated into code language and, once adopted by the City Council, included in the City of Shoreline's Development Code. The Development Standards are intended to address the following planning policies and objectives.

## PLANNING POLICIES:

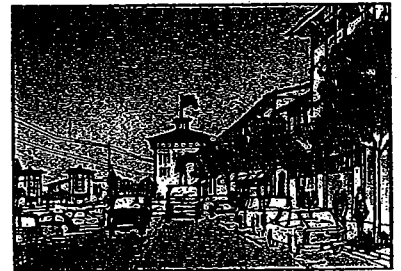
- Create a pedestrian-friendly environment with destinations throughout the Subarea.
- Create a transit-oriented environment that promotes multi-modal transportation.
- Encourage and guide redevelopment of the Subarea while preserving the privacy and safety of the abutting single-family neighborhoods.
- Promote development that utilizes and capitalizes on the Interurban Trail as a recreational amenity and business opportunity.

## PLANNING OBJECTIVES:

- Encourage placement of buildings up to the street along the western edge of Aurora Avenue North. Narrow the perceived width of the road and lessen the prominence of surface parking lots.
- Create a pedestrian-oriented, mixed-use district along Midvale Avenue N between N 175th Street and N 185th Street. Promote a Main Street character along the eastern edge of Midvale Avenue N with wide sidewalks, street trees and on-street parking.
- Encourage higher densities along Midvale Avenue north of N 185th Street to support the mixed-use district.
- Create gateways to the mixed-use district around N 185th Street and N 175th Street.
- Create a special redevelopment district for the properties situated in the wedge-shaped area between Aurora Avenue North and Ronald Place.



Buildings close up to the street narrow the perceived road width and help create a sense of enclosure.



Midvale Avenue has a pedestrian-oriented Main Street character.



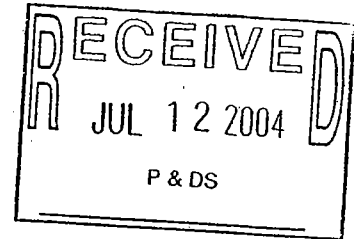
The northern leg of Ronald Place offers a pleasant pedestrian environment protected from the Aurora traffic by retail buildings on the "Wedge".

## ATTACHMENT B

RECEIVED

JUL 12 2004

City Manager's Office



July 9, 2004

Members of the City of Shoreline City Council  
17544 Midvale Avenue North  
Shoreline, WA, 98133

Dear City Council,

I am writing to you concerning the proposed Gateway Plaza Redevelopment and the potential closure of Midvale Ave. N.

The Aurora Corridor and the Interurban Trail projects have been adopted as the number one goal for the 2004-2005 City Council work plan. Also the second approved goal of the Council is to enhance the City program for safe and friendly streets.

The Aurora Corridor project is intended to enhance the avenue to make it safe and pedestrian friendly. "It adds sidewalks and curbs, landscape and island medians to add safety and liveliness to the avenue and its users. It encourages development that is pedestrian friendly and improves the safety, traffic flow and capacity, transit operations, drainage systems, economic development and aesthetic appeal of Aurora, creating a "Main Street" character of which the community can be proud".

The Interurban trail is a pedestrian promenade cut diagonally through the City of Shoreline. This corridor links neighborhoods, businesses and parks, forming a connection through the whole community. Along this trail would be places to rest, attractive landscaping to enjoy and a variety of businesses to visit". When completed it will be a trail that connects the city and its communities not divide them.

In the Central Shoreline Subarea plan, the Gateway Plaza location is identified as where these two projects will merge and run side by side along the Seattle City light easement and Aurora Ave from 175th St. to 185th St. This is where the two ideas can merge into a cohesive vision of the citizens. Part of the planning policies for the Central Shoreline Subarea is to "Promote development that utilizes and capitalizes on the Interurban Trail as a recreational amenity and business opportunity". Part of the objective is to "Create a pedestrian-oriented, mixed-use district along Midvale Ave. N between N. 175 th St. and 185th St. It promotes a "Main Street" character along the eastern edge of Midvale Ave. N. with wide sidewalks, street trees and on street parking".

The proposed Gateway Plaza includes the redevelopment of the Interurban Trail but the proposed retail building to the North is set over 100' away from the trail and the intersection of N. 185th St. and Aurora Ave. N. The second proposed larger retail building to the South is set almost 200' away from the Interurban Trail. A pedestrian customer or trail user who wants to visit the stores

must walk 200' through parking lots and crossing vehicle access routes 3 consecutive times to get to the retail building. Does this meet the City of Shoreline goal and vision for the Aurora Corridor and Interurban Trail? The new retail buildings should instead embrace and welcome the Interurban Trail. It could bring to realization the themes of the citizen visions for "an area with improved pedestrian environment, places to gather, green spaces, trees, fountains, and plazas".

Though the Central Shoreline Subarea plan recommended the rerouting of Midvale Ave. between N. 183rd St. and N. 185th St., it also promotes development that utilizes and capitalizes on the Interurban Trail as a recreation amenity and business opportunity. It promotes a "Main Street" character. Vacating Midvale Ave. should not be the only issue to be decided here. The main street character is also our vision, an opportunity to merge the Interurban Trail and business opportunity.

We have completed a significant start for the Interurban Trail project at N. 145th St. and N. 160th St. These projects have set a standard and character and opportunity of the City of Shoreline vision. But let us examine another completed project in Shoreline on N. 175th St. that gives us a hint of the development trains that are arriving at our city. Top Foods Development, good or bad, was implemented and met all the City of Shoreline's existing Development Standards. But does it meet our goal and objective for what the Aurora Corridor and the Interurban Trail projects could be? Is there a commerce and pedestrian interaction? The constructed portion of the Interurban Trail at Top Foods is nothing more than a 6' wide sidewalk between 2 strip of grass area among parking spaces. There is no interaction with the commerce and the park trail. Does it meet our goal and vision in encouraging pedestrian interaction or safe and friendly streets where a pedestrian does not need to cross a large parking lot to get refreshment? At this rate we are doomed to repeat the same urban development blight of the segregation of pedestrians from commerce with large parking lots and cross roads. Pedestrians and customers are still discouraged from walking to commerce.

There are many examples of great urban spaces, i.e. Granville Island, Edmonds old town, Gilman Village, Portland River front, Whistler, Leavenworth, Sun River etc. They all have well defined characters with development guidelines, and urban design elements.

Our great city staff has good intentions and are highly capable, but often times their comments are limited to recommendations within the existing Shoreline Development Standard. A project either meets or does not meet the existing the Development Standard limits. He or she based their approval, conditions or denial of a proposed project according to the existing available conditions imposed by the existing Development Standards. Top Foods was developed without any comments or reviews by City Council and Planning Commission because it met all criterias and requirements of our existing Shoreline Development Standard. We have not provided any planning instrument or development standard that would implement our broad goals and objectives in an important core of our city. This Central Area has a potential to be our future "Down Town". Does our existing

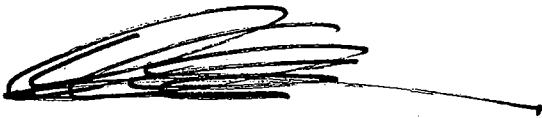
Development Standard allow us to review and comment on any development along the Interurban Trail? Do we have any way of reviewing or guiding any development along the Interurban Trail?

An alternate site plan for the Gateway Plaza is attached for your review. It locates both retail buildings east of the Interurban Trail where pedestrian and commerce have opportunity for direct interaction and are integrated. Midvale Ave. is relocated to the east of the property providing a straight and direct alignment of Midvale Ave. from N. 183rd St. to the N. 185th St. intersection. More parking spaces can be provided but with less curb-cut off both Aurora Ave. and N. 185th St., and it also provides the drive-through windows for the retail building to the north.

The trains of development in Shoreline are moving fast. The drafted unadopted Central Shoreline Subarea plan that was completed in 2002 depicted a redevelopment of the Gateway Plaza in 25 years. But that proposal is here now for your review. Let us set a standard, an example and a goalpost that is our vision. Let us implement our vision and make our goal a reality. Here is our opportunity to merge the City of Shoreline's goals and visions of these two important projects in one location. The merger of the Aurora Corridor and the Interurban Trail is a great connection for the Shoreline where its citizens can stroll through a pedestrian promenade in the heart of the city. The Gateway Plaza project could be where the Aurora Corridor and the Interurban Trail become the true gateway to the City of Shoreline. Let us make it a place where pedestrians and commerce can intermix, create a plaza, a sidewalk cafe, an inclusive environment where people can gather and are welcome to walk.

What is our goal? What is our vision? Are we there yet, or have we missed it already? Is the City of Shoreline still "Waiting for the Interurban"?

Respectfully Submitted,



Chakorn Phisuthikul

Attachment A: Proposed Gateway Plaza preliminary site plan

Attachment B: Alternative Gateway Plaza site plan

**CHAKORN PHISUTHIKUL**  
2618 N.W. 198th St.  
Shoreline, WA. 98177  
T. 206-622-9560, F. 206-748-0180  
email: chakorn@habitatwest.net



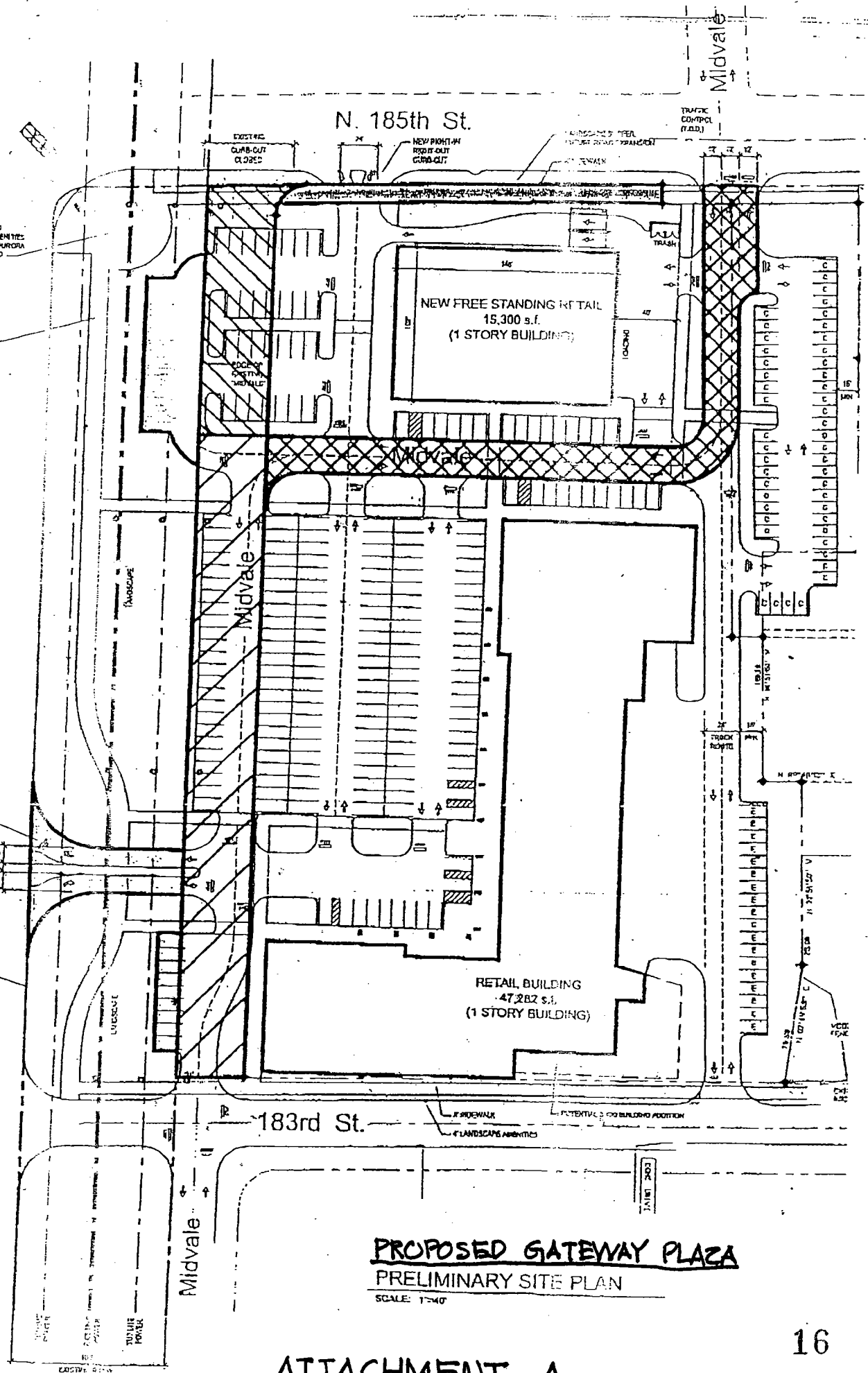
urora

LANDSCAPE AND  
PEDESTRIAN AMENITIES  
AT CORNER OF MIDVALE  
AND N. 185TH AND

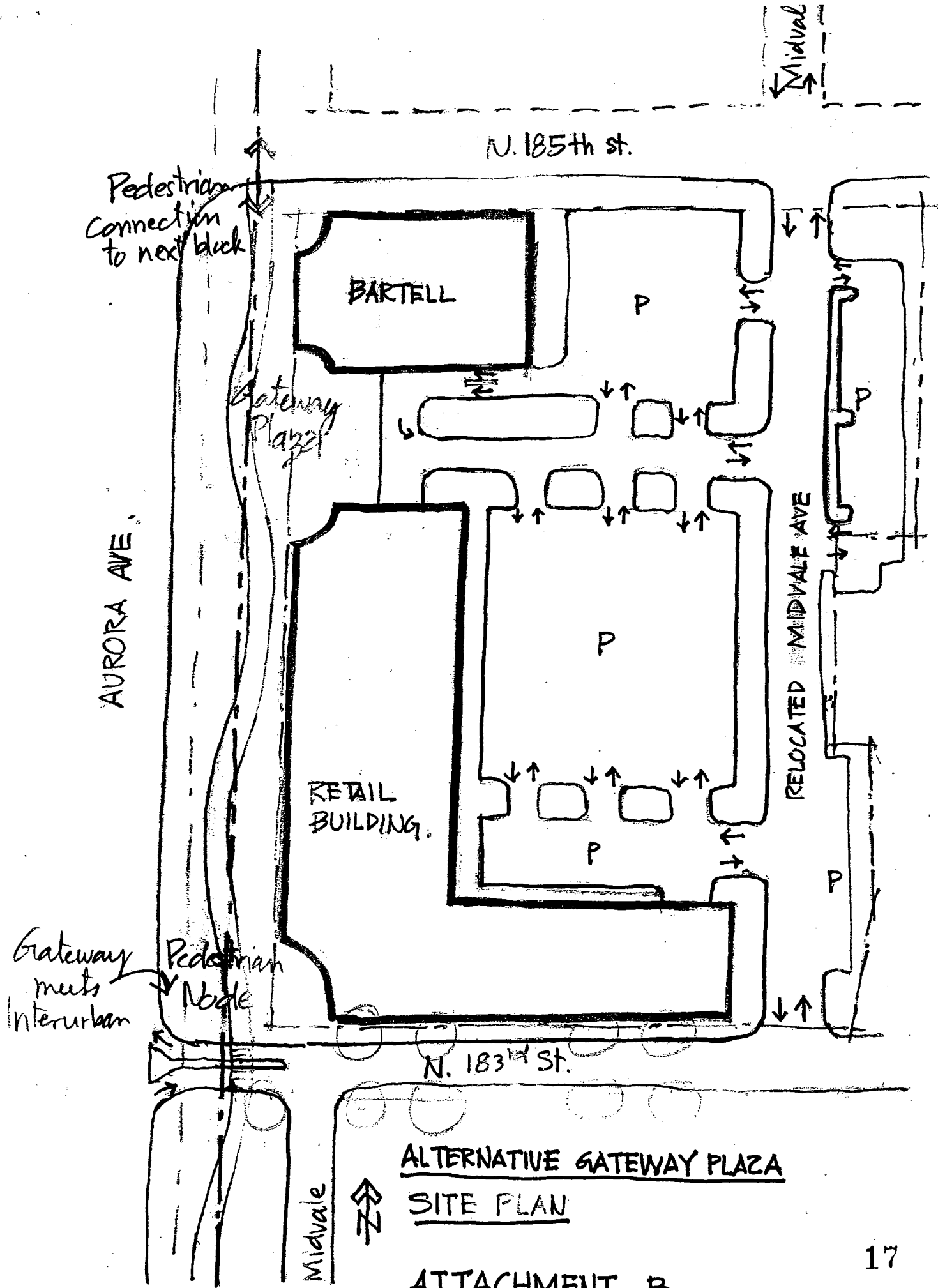
12' WIDE TRAIL

NEW/RECENT  
RIGHT-OUT  
CURB-OUT

EXISTING EDGE  
OF CURB



ATTACHMENT A



ALTERNATIVE GATEWAY PLAZA  
SITE PLAN

From: Scott Thompson [sthompson@audio-acoustics.com]  
Sent: Friday, July 23, 2004 9:02 AM  
To: CMO  
Subject: Appearance of Fairness

Gentlemen,

I have one question and one comment.

First, where can I learn more about Appearance of Fairness rules and regulations for members of city commissions?

Last evening I attended my first ever City of Shoreline function, a meeting of the Planning Commission on the Comprehensive Plan update. During their deliberations the Commission asked the City staff to have the City Attorney come to and educate them on the rules and regulations for about an upcoming hearing on a street vacation. This came about after the Chairman and members of the Commission explained their disappointment with not being allowed to speak before the City Council at this past Monday's meeting on the Gateway Project.

What surprised me was that after the meeting was adjourned the Chair and three or four members of the Commission were in the lobby speaking in hushed tones about the Gateway project and what they were going to do about it. That seemed out of line to me, especially after they asked for a legal briefing on appropriate procedures to follow.

My comment is I am baffled as to why the Planning Commission is even dealing individual projects. In preparation for attending last evening's meeting I obtained and read minutes from the Planning Commission's meetings of July 1 and July 15, 2004 along with the Chapter 2.20 of the Shoreline Municipal Code. The code indicates the Planning commission's responsibilities are to deal with preparation of a comprehensive plan and development regulations; land use management and environmental protection ordinances and regulations; review potential annexations, and where design review is required, perform that review. Why then is the Planning Commission asking if they can go visit the site of the proposed building permit at 19027 Richmond Beach Drive? (See page 3 of the Minutes of their July 1, 2004 meeting.) Why are they spending hours of their valuable time dealing with the Gateway project? Pages 12-15 of the Minutes of the July 1 meeting describe efforts by the Commission to adopt a strategy on how they can become involved with the project and perhaps use the street vacation issue as leverage to that end.

It is clear from the meeting the Commission has much work ahead of it in the Comp Plan. It seems they have taken their eye of the big picture task and are involving themselves in specific project issues. Staff suggested this may be the result of the Commission having a couple of new members that are not yet fully aware of the purpose and responsibilities of the Planning Commission. If this is the case I suggest the appropriate City staff assist the Commission in taking time to review its responsibilities, and the rules and regulations it is to conduct itself under.

As noted above I have obtained a copy of Chapter 2.20 of the SMC. I have also asked the Planning Commission staff for a copy of the Bylaws it operates under. If there is something else that I could

ask for that would assist me in understanding the role of the Planning Commission please let me know.

Thank you.

--Scott A. Thompson  
17203 Greenwood Place N  
Shoreline, WA 98133-5250  
(206) 786-2630

# **GATEWAY PLAZA TIC**

1501 N. 200<sup>TH</sup> STREET  
SHORELINE, WA 98133  
206-533-2191 FAX 206-533-2196

August 11, 2004

Members of the Planning Commission  
City of Shoreline

## **RE: VACATION OF A PORTION OF MIDVALE AVENUE N**

Ladies and Gentlemen:

We are the owners of abutting property to the east of the section of Midvale Avenue N to be vacated, pursuant to the proposal before you which was initiated by the City of Shoreline. This vacation is for the purpose of rerouting Midvale through our property in order to comply with City plans for increasing public safety and to facilitate development of the Interurban Trail, the Aurora Corridor project, and a new, revitalized Gateway Plaza.

The four criteria for street vacation as set forth in the Shoreline Municipal Code 12.17.050 are met as follows:

### **A. THE VACATION WILL BENEFIT THE PUBLIC INTEREST.**

1. The relocation of the intersection of 185<sup>th</sup> Street and Midvale Avenue N. approximately 200 feet to the east will improve public safety. The current intersection is too close to Aurora, causing traffic congestion and safety concerns. The City staff is very much in favor of moving the intersection east to the point where it is directly across from the continuation of Midvale Avenue to the north.
2. The ability of the City to work with Seattle City Light for design of the Aurora corridor project will also be greatly enhanced. Vacation of the portion of Midvale will provide the City with up to 15 feet to exchange with Seattle City Light for the widening of Aurora and the new BAT lanes.

3. The new configuration of Midvale between 183<sup>rd</sup> and 185<sup>th</sup> was strongly encouraged by City staff in order to comply with the five-year vision guidelines set forth in the Shoreline Sub Area Plan. We revised our original design to comply with their wishes, so that Midvale would wind through our site. This allows Midvale to connect with Midvale north of 185<sup>th</sup> and allows future development to extend Midvale to 192<sup>nd</sup>.
4. The routing of traffic through the site is a benefit to the neighborhood to the east because, with the closure of the 183<sup>rd</sup> and Aurora intersection as per the Aurora Corridor Project plan, traffic will be encouraged to flow through the site. Vehicles will be disinclined to flow east along 183<sup>rd</sup> Street through the Meridian Park neighborhood; there being no access at 183<sup>rd</sup> to or from Aurora.
5. There are currently six curb cuts along 185<sup>th</sup> Street between Aurora and the east boundary of our site. Our plan reduces the number of curb cuts for ingress/egress to two. One of these new curb cuts will be right-in and right-out access only (no left turns). This will increase vehicular and pedestrian safety and benefit traffic flow along 185<sup>th</sup> Street.
6. We will assist the City with removal of the buildings along Aurora.
7. The owners of Gateway Plaza will build the Interurban Trail between 183<sup>rd</sup> and 185<sup>th</sup> Streets concurrently with this development, enabling the City to further its plan to connect the north and south ends of the Trail. Making this segment a reality will benefit all the citizens of Shoreline and give impetus to the completion of this central section. The trail will be visually appealing with landscaping along a 100 foot wide strip between Aurora and Midvale; as opposed to paving and derelict buildings.
8. The redevelopment will dramatically improve the attractiveness of the site and the property. This project will lead the way for the improvement of this area of Shoreline, which is desired by a large majority of the citizens of this City.

**B. THE PROPOSED VACATION WILL NOT BE DETRIMENTAL TO TRAFFIC CIRCULATION, ACCESS, EMERGENCY SERVICES, UTILITY FACILITIES, OR OTHER SIMILAR RIGHT-OF-WAY PURPOSES.**

1. The traffic study shows that the new retail and office center will generate less traffic than the previous uses.
2. The flow of traffic is professionally designed, as opposed to the unplanned multiple access points which surround the site at this time.
3. The access points from 185<sup>th</sup> Street will be reduced, causing less congestion.
4. Access to the site from Aurora will be more direct, benefiting the businesses and users of the new center, as well as emergency vehicles. Further there will be access completely around the buildings for emergency equipment; as opposed to the current structure.
5. The new center is designed to be pedestrian friendly. The rerouted Midvale will benefit from 20 foot wide, partially covered sidewalks along the main

building. The Interurban Trail will provide pedestrian access, with sidewalks connecting the Trail to the buildings in the center.

C. THE STREET IS NOT A NECESSARY PART OF A LONG RANGE CIRCULATION PLAN OR PEDESTRIAN/BICYCLE PLAN.

This street is not part of such a plan, and the Interurban Trail, which we are helping to build, is the long range pedestrian/bicycle path which the City of Shoreline is creating.

D. THE VACATION IS CONSISTENT WITH THE ADOPTED COMPREHENSIVE PLAN AND ADOPTED STREET STANDARDS.

Our project and this partial vacation are in complete compliance with the City of Shoreline Comprehensive Plan and all current City codes and zoning.

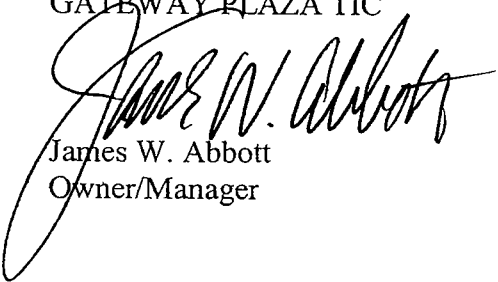
Based on the above, we respectfully request that the Planning Commission recommend that this partial street vacation be approved by the City Council with conditions to: 1) re-route Midvale through our property as designed; and 2) provide that, upon request of the City, a strip 15 feet by 170 feet will be deeded back to the City if required for the Aurora corridor project. It is our firm belief that this development will improve the site and the neighborhood, and that it will benefit the citizens of Shoreline.

Our goal is to create a revitalized Gateway Plaza with creative architectural design, to attract both pedestrian and vehicular traffic, and which will be supported by retail and office businesses providing services to the community. We have tried our best to design a development which takes into consideration the demands of all interested parties, within the limitations of market and economic forces.

We ask that the Planning Commission not make its decision based on design issues, since such issues would not be a valid basis for a street vacation. In your July 1 and July 15<sup>th</sup> meetings this vacation request was discussed and prejudged by the Planning Commission members. We request that your recommendations pursuant to this hearing be based solely on meeting the four criteria set forth above; as required by statute.

Thank you for your consideration.

Yours truly,  
GATEWAY PLAZA TIC



James W. Abbott  
Owner/Manager

**Paul Cohen**

---

**From:** Lanie Curry  
**Sent:** Wednesday, August 11, 2004 10:57 AM  
**To:** Paul Cohen; Tim Stewart  
**Subject:** FW: Gateway area development

-----Original Message-----

**From:** DANIEL LYONS [mailto:danlyons1@verizon.net]  
**Sent:** Wednesday, August 11, 2004 3:58 AM  
**To:** harley@isomedia.com  
**Cc:** Lanie Curry  
**Subject:** Gateway area development

Dear Sir,

As a longtime resident of Shoreline (I will be 82 next month), I am concerned about the direction the City may take in developing the area between 183rd and 185th Streets, along Midvale Ave. N.

I understand that the Planning Commission is trying to think 25 years ahead, and has recommended a dramatic development concept which seems to show little respect for the work that has been done in attempting to provide a viable

plan which will address the immediate concerns of our new City. I have seen many examples of well-meaning planners trying to guess what a city will need in 25 years, and fewer than half of their guesses were correct. In more than one such case the result was unintended urban blight. The sensible philosophy is to make modest changes until the dust settles. In this case, it seems to me that closing part of Midvale Ave. is logical, with an exit from Gateway to 185th St. opposite the continuation of Midvale Ave. north of 185th.

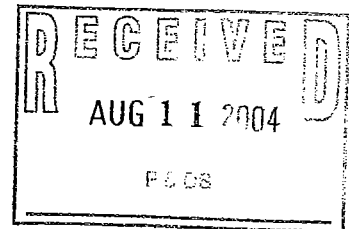
I hope you will be kind enough to convey this opinion to the Planning Commission.

Very truly yours,

Daniel A. Lyons  
18033 13th Ave. NW



Robert D. & Mary J. Kelly  
20067 8<sup>th</sup> N.W.  
Shoreline, WA 98177  
(206) 542-0342



August 11, 2004

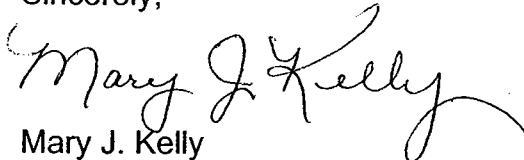
Planning and Development Services  
CITY OF SHORELINE  
17544 Midvale Avenue North  
Shoreline, WA 98133

Attn: Mr. Paul Cohen

Gentlemen:

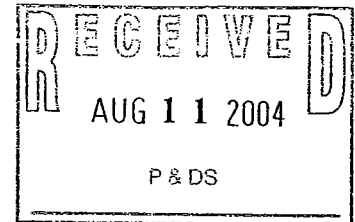
My husband and I support the proposed vacation of the section of Midvale Avenue just south of 185<sup>th</sup> and the rerouting of Midvale through the former QFC site. It would be great to see the former QFC complex cleaned up and occupied by new businesses.

Sincerely,

  
Mary J. Kelly

**Scott A. Thompson**

17203 Greenwood Place North  
Seattle Washington 98133



August 11, 2004

Mr. Paul Cohen  
**CITY OF SHORELINE**  
Planning and Development Services  
17544 Midvale Avenue N  
Shoreline, WA 98133-4921  
(206) 546-6815

Subject: Midvale Street Vacation

Dear Mr. Cohen:

This purpose of this letter is to present my initial comments in support of the proposed vacation of Midvale Avenue North in the vicinity of 185<sup>th</sup>. I reserve the right to supplement these comments after I have an opportunity to review the Staff Report which I understand is to be available approximately seven days prior to the August 19<sup>th</sup> hearing before the Planning Commission.

My understanding is that the request to vacate the approximately 170 foot long portion of Midvale Avenue is to be judged on the following criteria as detailed in Section 20.40.530.B of the Shoreline Municipal Code:

"B. No petition to vacate a street or alley shall be approved unless the following criteria are met:

1. The proposed vacation will not be materially detrimental to other properties in the vicinity, nor will it endanger public health, safety or welfare.
2. The subject street or alley is not needed for general access, emergency services, utility facilities, or other similar purposes, nor is it a necessary part of a long range circulation plan, pedestrian/bicycle plan, and/or street improvement plan.
3. The subject vacation is consistent with the adopted Comprehensive Plan and other related regulations and policies.
4. The subject vacation shall not directly or indirectly result in adverse impact on historical or cultural resources, the natural environment, and/or otherwise negatively affect critical areas as defined in the critical areas overlay district."

If there are other criteria that requested vacation is to be evaluated against, please so advise in the Staff report.

My analysis of the above four criteria is as follows

- a. The proposed vacation will not be detrimental to any properties and will not endanger the public health, safety or welfare. In fact the proposed vacation, when coupled with the new and improved city right-of-way the developer of the Gateway project has agreed to provide and improve (Area "3" on Attachment B to the Staff Report submitted to the City Council for their July 19, 2004 Special Meeting; copy attached) will improve public safety by eliminating the dangerous alignment of the existing intersection of 185<sup>th</sup> and Midvale. Also, instead of being straight, the re-aligned 183<sup>rd</sup> and Midvale to 185<sup>th</sup> and Midvale connection will have turns. These turns will slow the speed of traffic and as a consequence, facilitate Midvale being crossed by pedestrians.
- b. I have found no indication in any City plans that the area proposed to be vacated is needed for general access emergency services, utility facilities, or other similar purposes nor is it a necessary part of a long range circulation plan, pedestrian/bicycle plan, and/or street improvement plan. To the contrary, the area proposed to be vacated is nearly identical to what the un-adopted Central Shoreline Sub Area Plan.
- c. In my opinion the proposed vacation is consistent with the adopted Comprehensive Plan and other related regulations and policies and, as noted in Item "b" above, consistent with the un-adopted Central Shoreline Sub Area Plan. Prior Planning Commission discussions have already pointed out the fact that current Comprehensive Plan policies support the requested vacation
- d. The proposed vacation will not directly or indirectly result in adverse impact on historical or cultural resources, the natural environment, and/or otherwise negatively affect critical areas as defined in the critical areas overlay district.

I am interested in how the Planning Commission will approach the task of conducting the Public Hearing and formulating their recommendation to the City Council in view of their prior statements about the Gateway Shopping Center project that the proposed vacation relates to. I believe Vice Chair Piro of the Commission had it correct during the Planning Commission meeting of July 1, 2004. His comments, as summarized in the approved minutes of that meeting were as follows:

"If the project comes to the Commission in the context of a street vacation, [we] would not really be in a position to arbitrarily deny the vacation of the street just because [we] don't like the proposed development. [We] should not use the street vacation as a hostage point to force changes in the development plan."

However, from their past meetings and their Resolution No. 002-2004, it is clear that the Planning Commission is not pleased with the design of the Gateway Shopping Center project as currently submitted. The following summary of comments by Commissioner Hall (taken from the approved minutes of the Planning Commission meeting of July 15, 2004) further describe the situation:

"It [is] not the desire of the Commission to hold the development hostage by withholding the vacation. Rather, [our] concerns were not fundamentally about the vacation but whether or not the development was consistent with the City's vision."

My understanding is the members of the Planning Commission were issued a copy of "YOU BE THE JUDGE – A HANDBOOK FOR THE LAND USE DECISION MAKER" published by the Association of Washington Cities. It will be interesting to see if they have read it as they do not appear to have read and be following their By-Laws as they continue to stray from their assigned duties and responsibilities.

Specifically, the By-Laws of the Planning Commission; Chapter 2.20; and Ordinance No 36 of the Shoreline Municipal Code, all consistently establish the duties and responsibilities of the Planning Commission. I believe it is important to note that the commission is actually referred to as a "planning policy commission" [emphasis added]) who's purpose is to "provide guidance and direction for Shoreline's future growth through continued review and improvement to the city's comprehensive land use plan, zoning code, shoreline management, environmental protection and related land use documents". (See Ordinance No. 36 and SMS Chapter 2.20.)

The Planning Commission is not tasked with design or architectural review, except in specific instances (and the Gateway Plaza project is not one of them.) Shoreline Municipal Code Section 2.20.060 Duties – Responsibilities at subpart "D" states:

"Where design review is required by land use ordinances of the city, the planning commission shall perform such design review unless that review is delegated to some other appointed body or city staff."

It follows that as the Gateway Shopping Center project is not required to have design review, the Planning Commission stepping outside its charter when it endeavors to partake in design review of the Gateway project as if they were an architectural review board. This troubles me as a citizen of Shoreline. Neither I, nor our firm have any projects in the City of Shoreline and at the moment I am glad of that fact as it appears you never know what standard you might be held to and by whom. I hope that neither the City, nor the members of the Planning Commission become at risk for these actions.

I also support the proposed street vacation because from a review of the City's files, I find it was the City of Shoreline that rejected the Gateway Shopping Center's preference to "maintain the present location of Midvale" (MulvannyG2 Architecture letter of July 2, 2003, copy attached) and informed the developer:

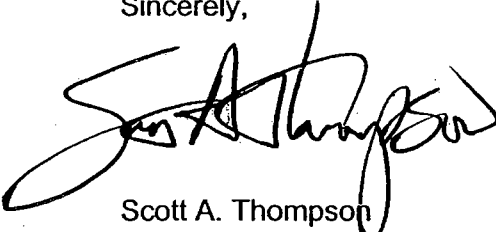
"[A] through connection using street standards is needed through the site to connect 183<sup>rd</sup> and Midvale to align with e185th and Midvale. Our suggestion is to pass the connection past the front of the building and then to jog east over to align with Midvale on the north side of 185<sup>th</sup>. We would like the new retain space to be moved toward the street frontage so that this connection road can jog between the buildings so that its approach to the new signaled intersection at 185<sup>th</sup> is safe. This connection needs a publish access easement and designed with street standards of 24 feet wide, 8 foot sidewalks and curb as least along the east side." (City of Shoreline Planning and Development Services letter of July 21, 2003, copy attached.)

The fact that the City, via its trained, professional staff, would suggest/require the rerouting of Midvale through the Gateway Plaza site is further evidence that the proposed design of the partially vacated and re-routed Midvale would not create a situation endangering public health, safety or welfare.

It is also important to note that the proposed vacation in itself would not create a situation that endangers the public. While the development of the adjacent property could, if not properly conditioned and controlled as part of the building and site plan review and approval process, I have every confidence that the City's Planning and Development Services department is up to this task and will assure the Gateway Plaza project provides for a safe use of the realigned Midvale Avenue.

In closing, I urge the passage of the proposed street vacation.

Sincerely,



Scott A. Thompson

SAT:  
Enclosures as noted (3)

# ATTACHMENT B

A CORPORATION

Aurora

LANDSCAPE AND  
PEDESTRIAN AVENUES  
AT CORNER OF AURORA  
AND N WESTWARD

12" WIDE TRAIL

NEW RECTANGULAR  
CROSS-OUT  
CURB-OUT

EXISTING EDGE  
OF CURB

4.

Midvale

N. 185th St.

Midvale

NEW FREE STANDING RETAIL  
19,300 s.f.  
(1 STORY BUILDING)

3

2.

2 ALT.

2 ALT.

RETAIL BUILDING  
47,282 s.f.  
(1 STORY BUILDING)

183rd St

PRELIMINARY SITE PLAN

SCALE: 1" = 40'

29

FLORIDA

July 2, 2003

Mr. Paul L. Cohen  
Senior Planner  
City of Shoreline – Planning & Development Services  
17544 Midvale Ave. North  
Shoreline, WA 98133-4921

**Re:** Gateway Shopping Center  
18300 Midvale Ave., North  
Shoreline, WA 98133  
Project Number: 03-1326

**Subject:** Pre-application meeting request for the pre-application meeting scheduled for:  
July 9, 2003 at the City of Shoreline Planning & Development Services Office.

Dear Mr. Cohen:

Per our phone conversations on Thursday June 26<sup>th</sup>, I am forwarding to you ten (10) copies of the following information for your review prior to the pre-application meeting scheduled for July 9<sup>th</sup>, 2003. We are awaiting a confirmation from you regarding the specific time of this meeting.

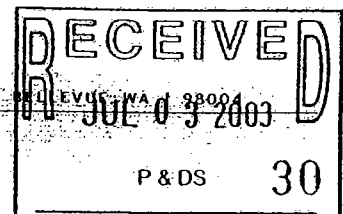
The following outline is based on The City of Shoreline's Planning and Development Services standard form PA-04 for a request for pre-application meeting. Please note that the applicant is seeking clarification from The City of Shoreline regarding some of the items that are requested for inclusion within this request for pre-application, thus those items are not included at this time. The applicant is requesting that the City provide clarification on these items, and additional items, at the July 9<sup>th</sup> pre-application meeting.

**1. Description of Proposed Project**

The project site is the existing retail center located at 18300 Midvale Avenue North, one block east of Aurora Avenue between 183<sup>rd</sup> Street and 185<sup>th</sup> Street. The project is proposed to include selective demolition, renovation and additions to the existing retail center, this work will include the construction / renovation of the building elevations fronting 183<sup>rd</sup> Street, Midvale / Aurora and 185<sup>th</sup> Street. Work will also including new surface parking, new landscaping and selective new utility work. All new work on site will allow for the city's future widening of 185<sup>th</sup> Street and Aurora Ave and a north / south pedestrian and bicycle pathway within a landscaped area between Midvale and Aurora (the Seattle City Light Right of Way). Coordination with Seattle City Light and the ability to provide mid-block access to the site, parking within the Right of Way and the removal of all existing structures in the Right of Way are critical to the feasibility of the project. Another critical item is the ability to maintain the existing

425.463.2000  
425.463.2002

1110 112TH AVENUE NE / SUITE 500 / BELLEVUE, WA 98004  
MulvannyG2.com



location of Midvale and incorporate curb cuts along its eastern boundary for access to the new surface parking.

## 2. General Information

- Address: 18300 (18130 Shown on Survey) Midvale Avenue North
- Parcel Number(s): Not Known, however Parcels A and B in the N.W.  $\frac{1}{4}$  N.E.  $\frac{1}{4}$ , SEC.7. T-26-N, R-4-E, W.M. in the City of Shoreline, King County, Washington are assumed based on the attached Boundary Line adjustment drawings. **NOTE**: The attached Boundary line adjustment documents are attached FOR REFERENCE ONLY. It is **NOT** known at this time if these Boundary Line adjustments have been filed and are applicable. The applicant would like clarification of the actual boundary line configurations during the pre-application meeting.
- Existing use of Property: Retail
- Proposed Number of Units: Not applicable. Number and division of tenant spaces are speculative and are not known at this time.
- Vicinity map of site and abutting properties: Limited site plan information is available at this time; street reference maps, aerial reference photo and the boundary line adjustment documents are attached for REFERENCE. Based on the City of Shoreline Zoning Map it is assumed that all parcels on the site are zoned RB; regional Business, however some documentation has referenced R-12 residential. It is not known at this time if the R-12 residential zoning is applicable to adjacent properties and / or was part of the proposed boundary line adjustment. The applicant would like clarification of the actual boundary line configurations during the pre-application meeting.

## 3. Site Plan Information

- Property Lines with Dimensions: The boundary line adjustment documents are attached for reference, see previous notes.
- Proposed Building and Parking Layout: See attached proposed site plan.
- Existing Building Location and setbacks: The boundary line adjustment documents are attached for reference, see previous notes. Setbacks are not indicated; however the site plan is to scale.
- Proposed vehicle access: See attached proposed site plan.
- Location of proposed lot lines: The boundary line adjustment documents are attached for reference, see previous notes. The applicant will require clarification on the status of the boundary line adjustment to determine and document proposed lot line configuration.
- Significant trees: Not shown at this time. The attached proposed plan indicates the new landscaping areas that will be designed at a later date.
- Existing frontage improvements: See attached proposed site plan.
- Location of Utilities and Hydrants: Not currently indicated on the proposed site or the boundary line adjustment drawings. Existing and proposed new information will be incorporated and designed at a later date.
- Location of easements if known: The applicant will need clarification of any existing easements and right of ways. The Seattle City Light ROW is known between Midvale and Aurora; however coordination for proposed use within the ROW must be clarified with the City of Shoreline. The applicant will require clarification of any proposed revisions to ROW's along Aurora, Midvale, 183<sup>rd</sup> and / or 185<sup>th</sup>. The applicant will require clarification of any easements shown on the boundary line adjustment drawings.



- Estimate of grading quantity: Not known at this time, however the intent is to provide for a balanced site.
- Environmental Critical Areas: The applicant will require clarification on this item. Storm water retention has not been designed and / or shown at this time, however underground retention will likely be provided to allow for maximum surface parking.

**4. Building Information**

- Square Footage: See attached proposed site plan
- Number of Floors Proposed: See attached proposed site plan
- Elevations: Not designed or included at this time. As previously noted, the building elevations along 183<sup>rd</sup>, Midvale / Aurora and 185<sup>th</sup> Street will be new and will provide the center with a fresh, consistent and revitalized design.
- Type of Construction: The majority of the construction is existing, new construction type has not yet been determined other than the extent of work shown on the proposed site plan.
- Type of occupancy: M- Mercantile and / or B- Business. Final designation to be determined based on final code analysis.
- Conceptual Building Floor Plans: Building footprint is shown on the proposed site plan. Building plans will be based on tenant subdivisions to be determined at a later date.

**Attachments (10 copies of each):**


- Proposed Site Plan
- Boundary Line Adjustment Plan – FOR REFERENCE ONLY, prepared by others
- Boundary Line Adjustment Legal Description – FOR REFERENCE ONLY, prepared by others
- Mapquest® location map, large scale - FOR REFERENCE ONLY
- Mapquest® location map, small scale - FOR REFERENCE ONLY
- Mapquest® aerial photo, large scale - FOR REFERENCE ONLY

Should you require any additional information regarding this matter, please contact me at 425.463.1531.

Thank you.

Sincerely,

MulvannyG2 Architecture



Paul Michael Scanlon, Sr. Project Manager

PMS/PMS

c: SGA Corporation; Mr. James W. Abbott, President

document5



## *Planning and Development Services*

17544 Midvale Ave N; Shoreline, WA 98133-4921  
(206) 546-1811 ♦ Fax (206) 546-8761

July 21, 2003

Mr. James Abbott  
SGA Corporation  
1501 North 200<sup>th</sup> Street  
Shoreline, WA 98133

RE: Preapplication for Gateway Redevelopment #201246

Dear Mr. Abbott:

Thank you for meeting with us July 9th to discuss your schematics for redevelopment of the Gateway site. This letter is to summarize what we discussed and to provide additional information for questions that we could not answer at the time.


Your proposal is to renovate the existing structure and site which includes some demolition of the existing tilt-up warehouse space and adding retail space to the north end of the building. In addition you are requesting encroachment rights to use Midvale Ave N for site access and parking with a main entry directly off Aurora Ave N. Our responses are fairly general in response to your more schematic proposals.

1. SEPA – Environmental review will be required if there is a net increase of more than 4,000 square feet of building or 20 parking spaces.
2. Valuation – If your proposal exceeds the 50% valuation of the property value then full site improvements will be required.
3. Midvale Through Connection – As a part of a street vacation and the draft Central Shoreline Subarea Plan a through connection using street standards is needed through the site to connect 183<sup>rd</sup> and Midvale to align with 185<sup>th</sup> and Midvale. Our suggestion is to pass the connection past the front of the building and then to jog east over to align with Midvale on the north side of 185<sup>th</sup>. We would like the new retail space to be moved toward the street frontage so that this connection road can jog between the buildings so that its approach to the new signaled intersection at 185<sup>th</sup> is safe. This connection needs a public access easement and designed with street standards of 24 feet wide, 8 foot sidewalks and curb at least along the east side.
4. You will need a traffic signal warrant to improve the intersection of 185<sup>th</sup> and Midvale Ave on the north side.

5. Entry to the site from Aurora where you proposed will work. However, you will need to remove the extra pull-in and pull-out lanes. Use of the BAT lanes is designed for that purpose.
6. You will need to develop the Aurora Avenue frontage, interurban trail and landscaping in the SCL R-o-W. The bike trail alignment is OK except it should cross at the intersection of 183<sup>rd</sup> and Midvale and not 183<sup>rd</sup> and Aurora.
7. Please contact John McKenzie at CH2M Hill (425 453 5000) for Interurban Trail and Aurora design standards.
8. Design Standard – Please refer to the Mixed Use and Commercial Design Standards of the Development Code. In general, pay attention to the building frontage requirements, façade treatment, entry and pedestrian connection requirements as the building faces both 183<sup>rd</sup>, Midvale, and N. 185<sup>th</sup> St.
9. Stormwater – The south half of the site will require flow restriction and water quality improvements. The north half will require only water quality improvements. Doug Van Gelder at (206 546 1064) can provide more detail information for you.
10. Frontage – All streets will require frontage improvements of a 4-foot wide planting strip and 8 foot wide sidewalk behind the street curbs. Traffic Study – A traffic study will be required to determine if the potential Midvale and 185<sup>th</sup> intersection needs to be signalized and for other possible traffic improvements and to determine ingress and egress to Aurora Avenue. The parties responsible for the improvements, if needed, are determined by the traffic study and the sources of the traffic.
11. Rezone of R-12 parcel – The City would support the rezone of this parcel and review it concurrent to other applications.
12. Processes – If you exceed SEPA thresholds then you will need a building permit per building with SEPA, which requires a Type B review process. If you need a Lot Line Adjustment, Engineering Variances, and Rights-of-Way permits, etc. we can combine the review times to run concurrently.
13. Minimum setback for parking and drives at the rear of the property is 10 feet. Driveways can intrude into the
14. Landscaping – you will need Type I landscaping, 10 feet wide along the entire rear property line. Parking lot landscaping must be installed at 20 square feet per parking stall, minimum 200 square feet per area and at least 8 foot in dimension. See the SMC Landscape section.
15. Stormwater detention and water quality systems will need to be installed.
16. Please call Mark Bunje at 206-546-6562 regarding the Fire Code.

Please call me at 206-546-6815 if you have any questions.

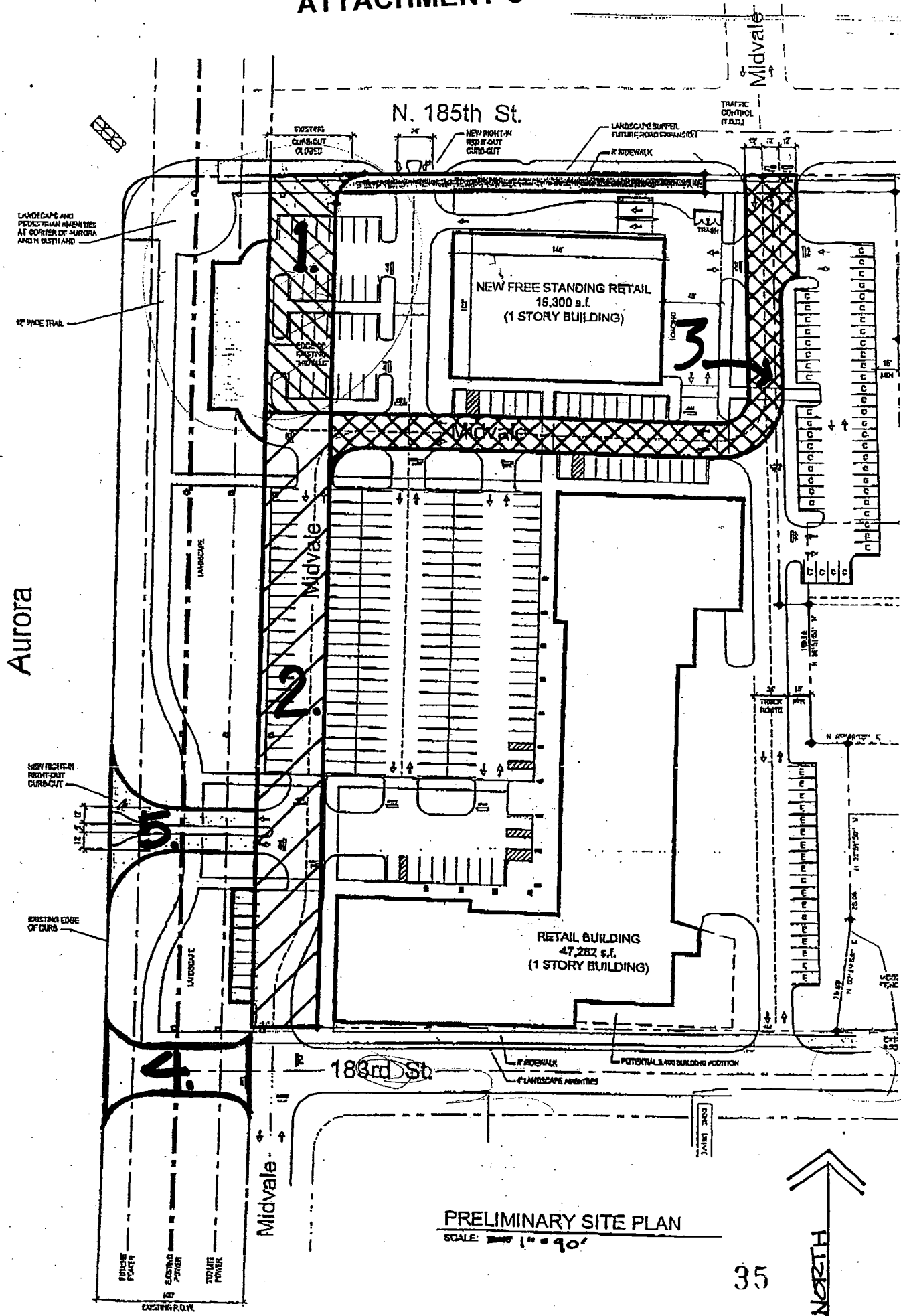
Sincerely,



Paul Cohen

cc: Pre-Application File  
Paul Scanlon, Mulyanny Architects.

# ATTACHMENT C



**DRAFT Findings and Determination  
of the City of Shoreline Planning Commission**

Midvale Street Vacation, File #201341

***Summary-***

After holding the required public hearing for and reviewing and discussing the Midvale Street Vacation, on August 19, 2004 the Shoreline Planning Commission did find and determine that proposed street vacation was in compliance with City codes and not detrimental to the health, safety, or welfare of the City of Shoreline, and therefore recommended approval of such action as conditioned.

**I. Findings of Fact**

**1. Project Description-**

- 1.1 To make recommendations to the Shoreline City Council for their approval on the proposed street vacation with conditions.
- 1.2 The street vacation of the 170-foot portion of Midvale Avenue N. Right-of-Way (R-o-W) south of N. 185<sup>th</sup> Street.
- 1.3 The existing Midvale Avenue N. between the proposed vacation and N. 183<sup>rd</sup> and N. 185<sup>th</sup> streets to realign Midvale Avenue N, provide site access, parking, landscaping, and possible realignment of part of the Seattle City Light R-o-W if needed to accommodate the future Aurora Avenue improvements.

**2. Procedural History-**

Staff held a pre-application meeting with the applicant on December 18, 2003. The applicant held a neighborhood meeting February 19, 2004. The property owner submitted applications for building permits, demolition, site construction, and rights-of-way on May 4, 2004. All applications, other than demolition, were determined incomplete May 12, 2004 until supplemental information and development authorization was submitted for Midvale Ave. N. and Seattle City Light R-o-W. Since then only supplemental information has been submitted. City staff has agreed to begin review of these applications but will not issue permits until they are complete and Council grants vacation of Midvale Avenue N.

On June 28, 2004 the Council held a workshop to learn more about plans to redevelop the Gateway Plaza. At the July 19, 2004 meeting Council adopted a resolution to authorize the Planning Commission to hold a public hearing on a proposed vacation of a portion of Midvale Avenue N. A public hearing notice and request for written comments on the street vacation was advertised and posted on July 28, 2004. A total of six written comments were received.

3. Public Comment-

3.1 Written comments and public testimony were received during the public hearing held on August 19, 2004.

4. SEPA- SEPA review is not required as part of this proposal because per Section 197-11-800(2)(h) of the Washington Administrative Code (WAC) it specifically indicates that the vacation of streets or roads is exempt.

5. Consistency-

The criteria for approving Street Vacations is described in Shoreline Municipal Code 12.17.050, and the Planning Commission may recommend approval of the Street Vacation if the following criteria are met:

5.1. The vacation will benefit the public interest.

5.2. The proposed vacation will not be detrimental to traffic circulation, access, emergency services, utility facilities, or other similar right-of-way purposes.

5.3. The street or alley is not a necessary part of a long-range circulation plan or pedestrian/bicycle plan.

5.4. The subject vacation is consistent with the adopted comprehensive plan and adopted street standards.

## **II. Conclusions**

5.1 Midvale does not function well in its current alignment because it only services the back of business in the Seattle City Light R-o-W and enters onto N 185<sup>th</sup> Street too close to Aurora Avenue N for city standards. With the proposed realignment of Midvale, the public health, safety and welfare will not be endangered and likely be improved.

The vacation is an opportunity to reroute traffic and eliminate unsafe turning movements on to and off of N. 185th Street by shifting traffic to an intersection further east to align with Midvale Avenue N. on the north side of N. 185<sup>th</sup> Street. The realignment will also provide the flexibility to realign the Seattle City Light R-o-W to accommodate future Aurora Avenue improvements. The street vacation and Midvale realignment would facilitate economic redevelopment of the former QFC site into a more flexible and usable site.

5.2 Based upon a proposed design, the redevelopment will include the creation of a realigned Midvale so that access and emergency services will not be affected. Utility facilities will be maintained in the current location with access rights remaining. The long-range circulation plan, ped/bike plan, and street improvement plan do not address this street section and are unaffected by the realignment. A traffic impact study and street improvement plan will be reviewed as a part of the development applications.

5.3 The proposed vacation meets Criteria 3, in that the pedestrian/bicycle plan does not include Midvale Avenue N. as a part of its long-range plan. However, the construction of the Interurban Trail from 183<sup>rd</sup> to 185<sup>th</sup> is part of the City's long range pedestrian and bicycle plan. Therefore, the proposed vacation as conditioned to construct the portion of the Interurban Trail from 183<sup>rd</sup> to 185<sup>th</sup> fulfills the long-range circulation plan for this area.

5.4 There are no policies in the Comprehensive Plan that specifically address street vacations. The following comprehensive plan policies are met by the proposed street vacation because the vacation will facilitate improved street design and circulation for Midvale Avenue N., N. 185<sup>th</sup> Street and Aurora Avenue N., bring the area up to current City design and amenity standards, and will facilitate the assembly of land to encourage the redevelopment of a key, under-developed commercial area. The following policies do have application to the proposed vacation:

Goal TV: Protect the livability and safety of residential streets from the adverse impacts of the automobile. The intent of the street vacation is to realign Midvale, along with other adjustments in circulation and access, to improve circulation in and around the site.

LU39: Ensure vital and attractive commercial areas through public/private investments including pedestrian amenities, transportation services such as parking, bicycle and pedestrian routes. The zoning and land use is Regional Business. The Comprehensive Plan designates this property as Community Business.

LU50: Encourage the redevelopment of key, underused parcels through incentives and public/private partnerships.

LU51: Initiate opportunities to build a showcase development as an example and template for future development.

LU60: Assist with land assembly, redesign rights-of-way to improve intersections and assemble property for redevelopment.

### **III. Recommendation**

Based on the Findings, the Planning Commission recommends approval of this application, subject to the following Conditions of Approval:

1. Any and all construction on adjacent parcels must meet City of Shoreline requirements such as development standards, engineering guidelines, and SEPA mitigating measures.
2. A total width of 45 feet of right-of-way and a length of 170 feet south of the N. 185<sup>th</sup> Street R-o-W is vacated with reversionary rights to allow Seattle City Light to move their R-o-W east and accommodate power poles and to retain a utility access easement for existing and future underground utilities. (Area 1).
3. Maintain Area 2 as City R-o-W and allow a use permit to redevelop per city street standards.
4. An access agreement is granted to the City for the area described in Area 3 with construction and maintenance completed by property owner.
5. Coordinate the City's closure of N. 183<sup>rd</sup> Street between Midvale Avenue N. and Aurora Avenue N. with the opening of the site's main entry from Aurora Avenue N. (Area 4).
6. Allow with the permission of Seattle City Light the construction and use of the main entry to the site from Aurora Avenue N.
7. All existing encroachments in City of Shoreline right-of-way shall be removed.
8. Construction of the Interurban Trail must be completed between N. 183<sup>rd</sup> and N. 185<sup>th</sup> Streets.
9. Easements for each utility need to be recorded prior to the vacation taking effect. Utility easements must allow for extension of mains and allow for underground service.
10. All utilities have stated that any facility relocation or changes to service will be done at the cost of the applicant.
11. Seattle City Light requests that the vacation ordinance include language granting and reserving rights to Seattle City Light for the perpetual use, operation, and maintenance of its overhead and underground electrical system within the subject property.
12. Ronald Wastewater has indicated that a sewer line is located in the subject property, and a sewer easement agreement will need to be recorded prior to the street vacation taking effect.
13. Seattle Public Utility has indicated that a water line is located in the subject property, and an easement agreement will need to be recorded prior to the street vacation taking effect.
14. There is an existing 2-inch gas line 20 feet west of the centerline of Midvale Avenue N. This main currently serves customers at Monarch Appliances. If these



## **DRAFT PLANNING COMMISSION FINDINGS & DETERMINATION**

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businesses are demolished, PSE would need to be notified prior to the work in order to remove the gas meters to the existing building and to cut and cap the gas main in Midvale to clear the proposed development area. If new gas service is needed, the applicant should contact PSE.

15. AT&T Broadband would require a minimum four weeks, after payment is received, to remove and relocated any facilities.

**City of Shoreline Planning Commission**

\_\_\_\_\_  
David Harris, Chairperson

Date: \_\_\_\_\_