

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

**AGENDA TITLE:** Gateway Implementation for 2004  
**DEPARTMENT:** Planning and Development Services  
**PRESENTED BY:** Andrea L. Spencer, Planner  
Tim Stewart, Director

**PROBLEM/ISSUE STATEMENT:**

The City of Shoreline adopted the Gateway Policy and Guideline Manual by Resolution No. 202. The purpose of the Gateway Manual is to guide the development of gateways that signal entry into the City and establish a sense of place. The manual indicates several "priority" locations for gateways (discussed in detail in the **Discussion** section of this report), and this list is the basis of construction implementation.

The purpose of this workshop is for Council to review the designs of the next implementation site(s) and to confirm which gateways will be constructed in 2004.

**ALTERNATIVES:**

**Option A (Staff Recommendation)**

- Direct staff to proceed with construction of the 175<sup>th</sup> & I-5 East (cost estimate \$60,000).
- Direct staff to proceed with 30% design of the Westminster Dayton Triangle gateway.
- Provide feedback on the designs for the identified gateways

**Option B**

- Direct staff to proceed with construction of the southern portion of the Westminster/Dayton Triangle gateway (cost estimate \$75,000 plus environmental remediation).
- Provide feedback on the designs for the identified gateway.

**Option C**

- Direct staff to proceed with construction site(s) from the Gateway Manual Priority List as determined by Council.

**FINANCIAL IMPACT:**

The CIP budget has allotted \$100,000 each year in 2004 and 2005 for gateway construction.

**RECOMMENDATION**

Staff seeks direction to proceed with both the final design and construction of the gateway at East 175<sup>th</sup> & I-5 and 30% design of the Westminster/Dayton Triangle gateway (Staff recommended Option A).

Approved By: City Manager  City Attorney 

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## **INTRODUCTION**

The City's Comprehensive Plan indicates that "every entry into the City should receive special treatment." The fundamental purpose of having gateways in Shoreline is to: Announce boundaries, create identity and character, provide recognition of place, and establish a sense of place. City Council has implemented this Comprehensive Plan vision by adopting the Gateway Policy and Guideline Manual and has set aside funding in the CIP to construct gateways in accordance with this manual.

## **BACKGROUND**

The last presentation to City Council regarding the gateways occurred in April 2003. During this meeting Council reviewed the priority gateway list and directed staff to proceed with construction of the City center gateways at N. 175<sup>th</sup> Street & I-5 (on east and west sides of the interstate). Construction of the west 175<sup>th</sup> gateway is nearing completion at the ponies sculpture of Ronald Bog Park. This project has not only made improvements for the gateway feature but also improved the electrical service and irrigation system at the park. These improvements have all been accomplished with the CIP's 2003 budget of \$100,000.

Construction of the east 175<sup>th</sup> Street gateway has been delayed due to the approvals necessary from WSDOT and the Federal Highway Administration (FHWA). The City is currently developing agreements with WSDOT that will turn back to the City a portion of the right-of-way near the intersection of 175th & I-5 that was transferred to WSDOT during construction of the 175th south-bound on-ramp, channelization and signal improvements project. When the agreements are signed, WSDOT will deed this area back to the City, including a parcel on which the City will construct the gateway. Before installing the gateway, the City must obtain FHWA approval to build such a feature at this location (this approval process typically takes 2-4 months). FHWA approval is required because this property was originally acquired with federal funds exclusively for roadway purposes, and therefore the property must continue to be used in this manner, unless otherwise authorized by FHWA.

The purpose of this workshop is to select the next site(s) for construction and confirm their designs. The following section discusses in detail each of the options and the opportunities and constraints of each.

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# **DISCUSSION**

## **OPTION A – Staff Recommendation**

### ***Opportunities***

This option would complete construction of the “City Center Gateways” and move forward with 30% design for the Westminster/Dayton Triangle property.

During the development of the Gateway Policy and Guideline Manual the public emphasized the need to construct features on both the east and west side of I-5 (the west side is substantially complete). Council chose this site for implementation in 2003, but due to coordination with WSDOT and budget constraints staff was not able to proceed. The CIP budget for gateway construction in 2004 is \$100,000. This proposal spends a portion of the money that perhaps could be carried into next year’s construction budget.

### ***Constraints***

Implementation will not be able to proceed until a turnback agreement is signed with WSDOT and FHWA approves construction (see **Background** section of this report for details regarding why this is necessary).

#### **City Center Gateway I-5 / 175<sup>th</sup> East**

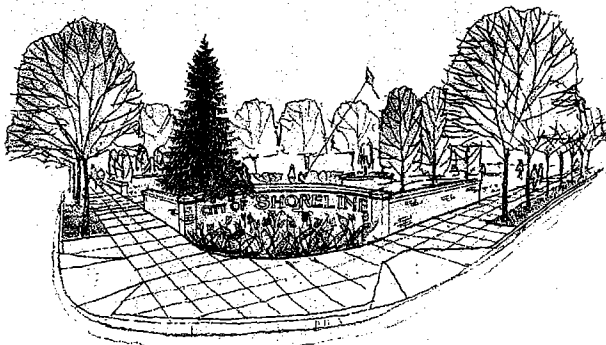


**Estimated design & construction cost  
\$60,000**

This gateway is proposed on the east side of the freeway, at the southeast corner of the intersection of 175<sup>th</sup> & I-5 so that an eastbound traveler along 175<sup>th</sup> will enjoy the installation. The design at this location will be a scaled down version of the gateway currently under construction at Ronald Bog (concrete sign with rockery adornments on the edges of the signage). This gateway, like the installation at Ronald Bog park, will have the City’s incorporation date added to the concrete face of the sign.

#### **Westminster/Dayton Triangle**

The Gateway Manual illustrates two options for the Westminster/Dayton site. The manual presents the opportunity for either a small urban plaza design with gateway feature (shown below) or redevelopment of the site with a building and gateway features (not shown). The Council indicated at the January 20, 2004 meeting that the general consensus was to utilize the entire site for a gateway.



**Staff proposes to move forward with  
30% design as shown in this sketch.**

## OPTION B

### ***Opportunities***

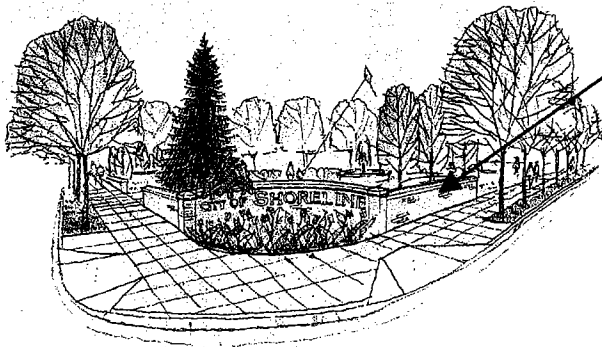
Construction of the Westminster/Dayton Triangle property is an opportunity to build a gateway on a site that during creation of the Gateway Policy and Guideline Manual many citizens commented on the importance of a gateway feature at this site. The cost estimate below is for construction of gateway features at the southern portion of the site only, and therefore would not preclude development of the site with a building or future construction of an urban plaza with features such as artwork.

### ***Constraints***

Site investigations have revealed some contaminated soils that will be removed within the next few months. Costs to develop the entire site may exceed the available CIP budget of \$100,000.

In addition, further detailed design work needs to be done to determine more accurate costs for construction of the gateway features for the entire site (costs listed below are for improvements at southern tip of site only), and to coordinate with any potential revisions to the Dayton/Westminster intersection.

#### **Westminster/Dayton Triangle**



Entire site utilized for gateway

An engineer's estimate of \$75,000 has been made to design and construct the improvements shown at left for the gateway wall features and surrounding pavement only.

This estimate includes only construction cost and does not reflect any estimates for environmental analysis/clean-up of the site.

## OTHER PRIORITY GATEWAY SITES

Each of the following sites are also part of the "Priority" list in the Gateway Policy and Procedure Manual. Council has the option to move forward with formal design and construction of any of the following list.

### 205<sup>th</sup> & Meridian

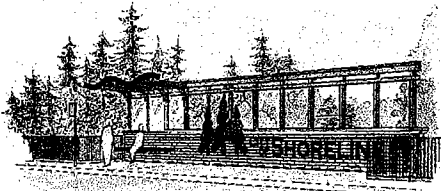


The gateway installation will occur at the southwest corner of the intersection. The drawings also show the potential to include gateway features such as a wall at the southeast corner of the intersection to announce the northern entrance to the Interurban Trail (this design is currently being developed). The design for this site takes advantage of the topographic changes and utilizes three evergreen trees to emulate the City's logo in living form. Like the Ronald Bog installation, this site also uses stonework to reflect a more natural backdrop.

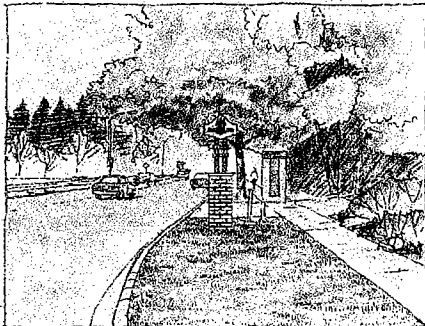
Estimated design & construction cost \$75,000 to \$100,000.

Staff recommends holding off on construction of this site until after construction of the Interurban Trail gateway is complete to determine if this elaborate design is still warranted.

### I-5 / 145<sup>th</sup> and 5<sup>th</sup> NE



**Site 1: Bus Shelter Integration**



**Site 2: Secondary**

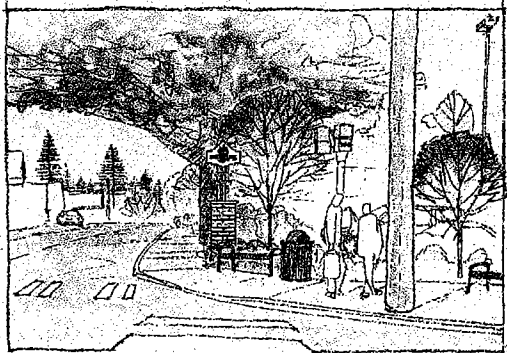
This location will have two gateway features added to it. One gateway installation will occur at the existing transit stop at the northwest corner of intersection ("Bus Shelter" shown at left – integration of both gateway features and transit stop), and a second less elaborate sign is proposed to be placed just north of the intersection on the east side of 5<sup>th</sup> NE ("Secondary" shown at left).

Estimated design & construction cost for the Secondary site is \$20,000.

Coordination with Metro and WSDOT and evaluation of future maintenance costs will be required to determine the design that is most feasible for "Site 1" and therefore cost estimates for this design has not been completed.

## OTHER PRIORITY GATEWAY SITES *continued*

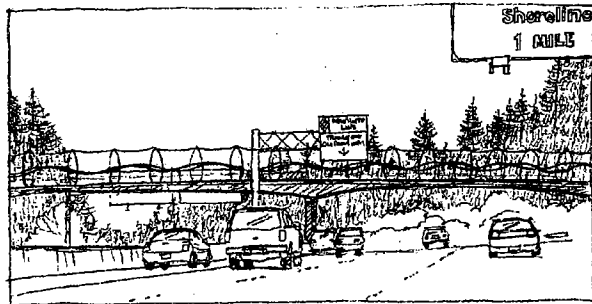
### 145<sup>th</sup> & 15<sup>th</sup> NE



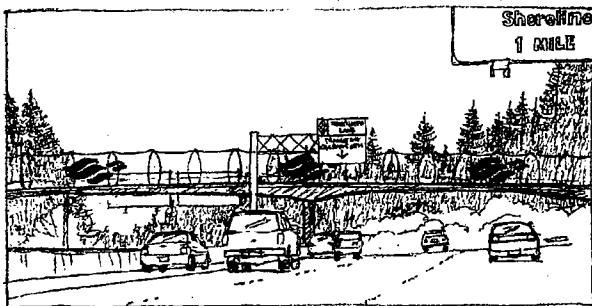
This gateway style can be customized with different gateway elements, and staff proposes to include a city population sign on the brackets beneath the city logo. The addition of this signage type will be easiest on this gateway style because the main structure of the gateway will allow easy attachment/detachment of auxiliary elements (and when population changes annually this will be an important consideration).

Estimated design & construction cost \$20,000.

### I-5 Pedestrian Bridge



Improvements are proposed for the I-5 Pedestrian bridge in conjunction with the gateway plan. This will include painting the existing fencing "cage" work on the bridge and adding decorative elements such as the "wavy" handrails shown in one sketch or the attachment of sculptural water features from the City's logo. In each case they would be subtle improvements to the bridge to reflect design elements that are part of the gateway manual.



Coordination with WSDOT is required for this installation. Staff must work with them to determine what is most feasible prior to developing cost estimates.

## RECOMMENDATION

Staff seeks direction to proceed with both the final design and construction of the gateway at East 175<sup>th</sup> & I-5 and 30% design of the Westminster/Dayton Triangle gateway (Staff recommended Option A).