

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

<p>AGENDA TITLE: Information Prior to Council July 12, 2004 Consideration for Midvale Ave. N. Closure</p> <p>DEPARTMENT: Planning and Development Services</p> <p>PRESENTED BY: Bob Olander, Deputy City Manager Paul Cohen, Planner III</p>

PROBLEM / ISSUE STATEMENT:

At the July 12, 2004 Council meeting the closure of Midvale Ave. N. between N. 183rd St. and N. 185th St. will be considered for approval. One of the significant recommendations contained in the Central Shoreline Subarea Plan was the rerouting of Midvale between N. 183rd St and N. 185th St. to align Midvale with the Midvale section north of N. 185th St. It was anticipated that any private re-development of the former QFC site would be required to provide for the realignment of Midvale. (See pages 30 and 31 from the draft plan, Attachment C.) The existing Midvale between N. 183rd and N. 185th St. could then be closed and utilized for parking, landscaping, and possible realignment of part of the Seattle City Light right-of-way if needed. Under WAC 308-330-270 (7) the Council is required to act on public street temporary closures or vacation upon a traffic engineering study. On July 12 staff will present a more detailed report to assist Council with the decision on whether or not to take one of these actions.

A street closure changes the use of the right-of-way but not the City's ownership. Other street purposes may continue depending on the terms of closure and private leases of the right-of-way once closed. 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 through reservations in the vacation deed. The purpose of this report is to inform the Council and to receive feedback on the development of the site and closure of that portion of Midvale Ave. N.

ALTERNATIVES ANALYZED:

There are no alternatives to be analyzed.

FINANCIAL IMPACTS:

There are no direct financial impacts to the City because the report is informational only. At the July 12, 2004 meeting financial impacts will be presented.

RECOMMENDATION

No action is required. Staff is providing a review of the following for discussion and Council input.

Approved By: City Manager  City Attorney 

INTRODUCTION

At the July 12, 2004 Council meeting the closure of Midvale Ave. N. between N. 183rd St. and N. 185th St. will be considered. Under WAC 308-330-270 (7) the Council is required to act on temporary public street closures upon a traffic engineering study. On July 12 staff will present a more detailed report to assist Council with the decision on whether or not to grant a street closure or street vacation.

A street closure changes the use of the right-of-way but not the City's ownership.. A street vacation would transfer the ownership and control of the right-of-way to adjacent property owners. The purpose of this report is to inform the Council and to receive feedback on the development of the site and closure of that portion of Midvale Ave. N.

BACKGROUND

Staff has met with the applicant for development 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.

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 authorization was given by the property owners of the City's Midvale Ave. N. and Seattle City Light Rights-of-Way (R-o-W) to be used and developed. Since then only supplemental information has been submitted. City staff has agreed to begin review of these incomplete applications but will not issue permits until they are complete and Council grants closure of Midvale Ave. N.

PUBLIC COMMENT

No public comments have been received because a notice of application has not been sent due to the application's incomplete status.

ISSUES

The overall proposal is to redevelop the old QFC site (Attachment A) including the tavern and taxi company, Midvale Ave. N., and Seattle City Light property with a 15,300 square foot pharmacy and a 49,260 square foot; multi-tenant commercial building with 304 parking stalls. It would also involve construction of the Interurban Trail and landscaping as well as frontage improvements on Aurora Avenue, N 183rd St., and N 185th St. Buildings within the SCL right-of-way will be removed with the trail construction. The specific proposal is to close Midvale Ave N. to allow private use within Midvale but retain future control so that the City can accommodate Seattle City Lights R-

o-W if it shifts east, which would accommodate the potential widening of Aurora Avenue (Attachment B). There are utilities in the Midvale R-o-W that the City wants to maintain and not disrupt. The closure is also an opportunity to reroute the traffic circulation from the current use and unsafe turning movements on to and off of N. 185th St. to an intersection further east to align with Midvale on the north side of N. 185th St. The developer of Gateway Plaza would like to close Midvale Ave. N. so that they can coordinate more direct access to their site from N. 183rd St. and Aurora Ave. N. and create more parking in the Midvale R-o-W as well as on Seattle City Light property. Issues such as terms of an agreement, maintenance, and liability still need to be addressed. For the closing of Midvale to function, an access easement will have to be granted by the property owner to the City connecting Midvale through the site to the new intersection at Midvale Ave N north of N 185th St.

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 at a new signal at N. 185th St. 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." (Attachment C)

Staff has traffic concerns that need to be addressed by improving circulation through the site to create an intersection of Midvale on both sides of N 185th as well as prevent diverging traffic from passing through the residential neighborhood to the east. The closure of N 183rd between Aurora Ave N and Midvale Ave N needs to be studied further to determine its impacts.

Staff is coordinating with Seattle City Light to obtain their approval of the site plan proposed in their R-o-W adjacent to Midvale Ave N (Attachment D). This is important because the proposal is dependent on the direct access from Aurora 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. 183rd and N 185th St. The City may seek the closure of N 183rd St. only where it passes through Seattle City Light property between Aurora Avenue and Midvale Ave N because of traffic safety concerns when only 80 feet from the proposed site entry. The closure of N. 183rd St. and the opening of a N. 182nd St. is consistent with the Aurora Corridor Plan. At this point, it is uncertain if that small segment is public R-o-W or an access easement granted by Seattle City Light.

ALTERNATIVE ANALYSIS

If Council chooses not to close Midvale this particular development proposal would not be permitted as submitted. If the proposal were revised to be contained east of Midvale with no Interurban Trail, on site frontage, parking and other development requirements could be met under the existing building layout. However, the market issues of visibility and desired parking may deter such a proposal being made. Council could initiate a

temporary closure, or vacation of Midvale consistent with Shoreline Municipal Code 12.17.

RECOMMENDATION

No action is required. Staff is providing a review of the following for discussion and Council input.

Attachments:

- A. Proposed Gateway Plaza Development Packet
- B. Midvale Alignment and Easement
- C. Central Shoreline Subarea Plan
- D. Seattle City Light Memorandum

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DATE	DESCRIPTION
11/11/11	ISSUE FOR PERMIT
11/11/11	ISSUE FOR PERMIT
11/11/11	ISSUE FOR PERMIT

Gateway Center

Shoreline, WA

SITE DATA

EXISTING BUILDING AREA
 EXISTING GATEWAY PALM * 19,981 S.F.
 PROPOSED DEVELOPMENT * 19,981 S.F.
 TOTAL 39,962 S.F.

PROPOSED DEVELOPMENT
 DRUG STORE 15,000 S.F.
 RETAIL BUILDING 15,000 S.F.
 11-H CONSTRUCTION 15,000 S.F.
 TOTAL 45,000 S.F.

PROPOSED DEVELOPMENT
 STANDARD 15,000 S.F. (15,000 S.F.)
 11-H CONSTRUCTION 15,000 S.F. (15,000 S.F.)
 TOTAL 30 STALLS

PROPOSED DEVELOPMENT
 STANDARD 15,000 S.F. (15,000 S.F.)
 11-H CONSTRUCTION 15,000 S.F. (15,000 S.F.)
 TOTAL 30 STALLS

PROPOSED DEVELOPMENT
 STANDARD 15,000 S.F. (15,000 S.F.)
 11-H CONSTRUCTION 15,000 S.F. (15,000 S.F.)
 TOTAL 30 STALLS

PROPOSED DEVELOPMENT
 STANDARD 15,000 S.F. (15,000 S.F.)
 11-H CONSTRUCTION 15,000 S.F. (15,000 S.F.)
 TOTAL 30 STALLS

KEY NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF SHORELINE, WA, ORDINANCES AND SPECIFICATIONS.

2. THE PROPOSED DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SHORELINE, WA, PERMITTING PROCESS.

3. THE PROPOSED DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SHORELINE, WA, ZONING ORDINANCES.

4. THE PROPOSED DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SHORELINE, WA, PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT REVIEW.

5. THE PROPOSED DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SHORELINE, WA, PUBLIC WORKS DEPARTMENT REVIEW.

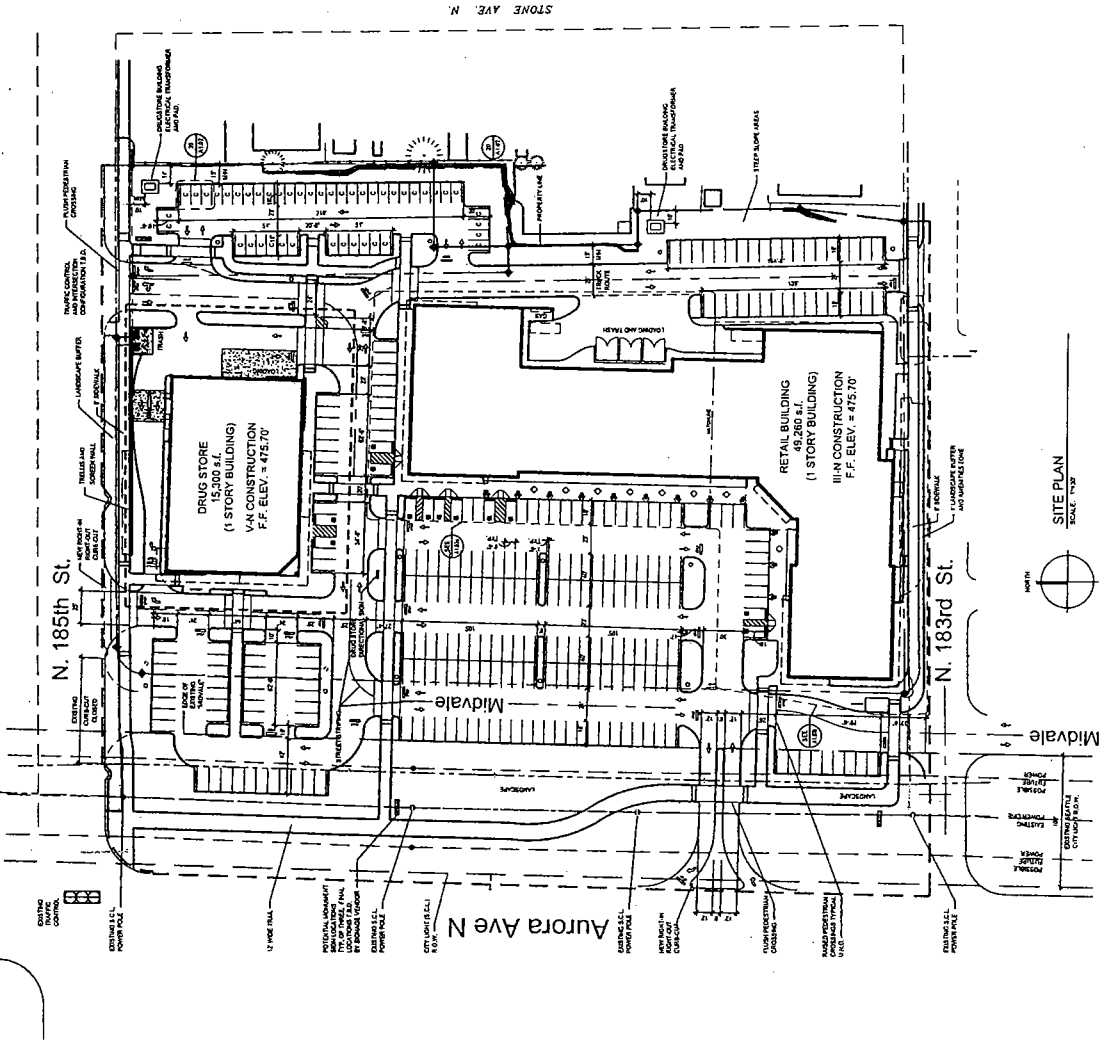
6. THE PROPOSED DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SHORELINE, WA, UTILITIES DEPARTMENT REVIEW.

7. THE PROPOSED DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SHORELINE, WA, FIRE DEPARTMENT REVIEW.

8. THE PROPOSED DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SHORELINE, WA, POLICE DEPARTMENT REVIEW.

9. THE PROPOSED DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SHORELINE, WA, HEALTH DEPARTMENT REVIEW.

10. THE PROPOSED DEVELOPMENT SHALL BE SUBJECT TO THE CITY OF SHORELINE, WA, ENVIRONMENTAL SERVICES DEPARTMENT REVIEW.



SITE PLAN
 SCALE: 1/8" = 1'-0"

NO.	DATE	DESCRIPTION
1	11/11/11	ISSUE FOR PERMIT
2	11/11/11	ISSUE FOR PERMIT
3	11/11/11	ISSUE FOR PERMIT
4	11/11/11	ISSUE FOR PERMIT
5	11/11/11	ISSUE FOR PERMIT
6	11/11/11	ISSUE FOR PERMIT
7	11/11/11	ISSUE FOR PERMIT
8	11/11/11	ISSUE FOR PERMIT
9	11/11/11	ISSUE FOR PERMIT
10	11/11/11	ISSUE FOR PERMIT

A1.01

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SITE DATA

PROPOSED BUILDING AREA

DRUG STORE # 15,300 S.F.
 RETAIL BUILDING:
 LEASABLE AREA# 46,192 S.F.
 NONLEASABLE AREA# 1,169 S.F.
 TOTAL AREA# = 47,362 S.F.
 GRAND TOTAL AREA # = 62,662 S.F.
 (WITH POTENTIAL ADDITION = 66,957 S.F.)

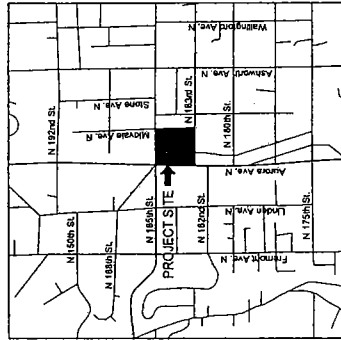
PARKING REQUIRED
 62,662 S.F. @ 0.33 / 1,000 (REQUIRED) = 209 STALLS
 47,362 S.F. @ 0.40 / 1,000 = 190 STALLS
 62,662 S.F. @ 0.41 / 1,000 = 153 STALLS

PARKING PROVIDED

STANDARD (8.5'x20') PARKING
 - EMPLOYEE PARKING
 - PARKING WITHIN MIDVALE R.O.W.
 - PARKING WITHIN SEATTLE CITY LIGHT R.O.W.
 - COMPACT PARKING

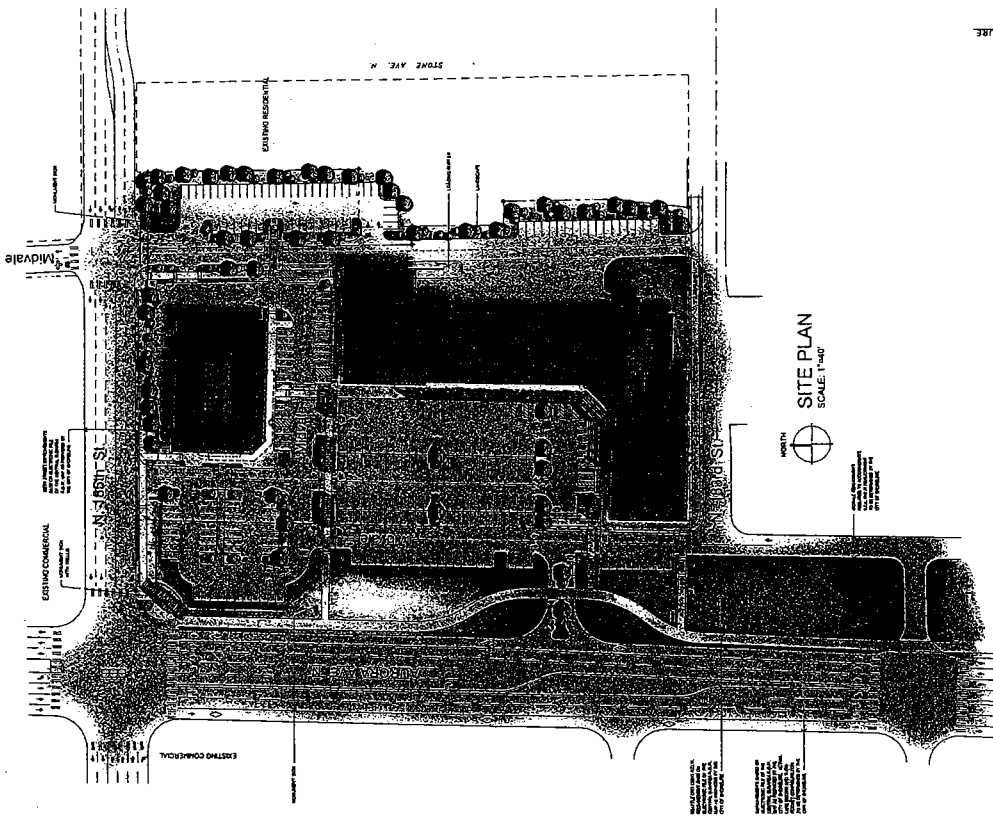
H.C. (8.5'x20')
 = 278 STALLS
 = 289 STALLS
 (4,617 / 1,000)

132 STALLS
 16 STALLS
 28 STALLS
 53 STALLS
 47 STALLS



VICINITY MAP

SCALE: NTS



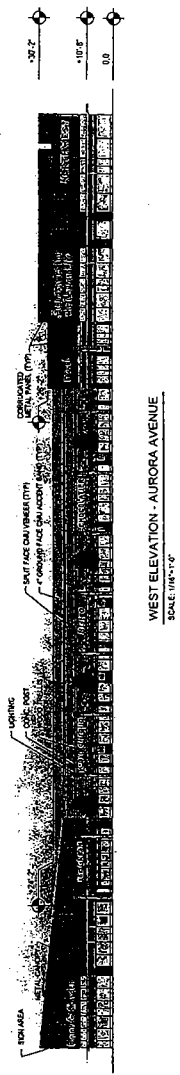
SITE PLAN
SCALE: 1/800



SGA Corporation
 SHORELINE, WA FEBRUARY 18TH, 2004

MULVANNY G2
 ARCHITECTURE

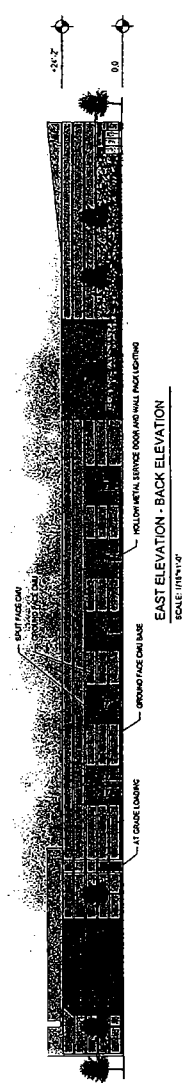
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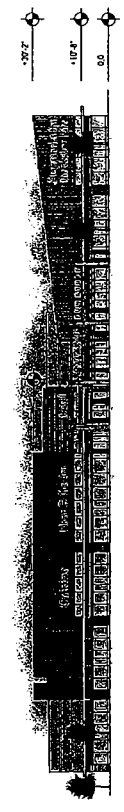
WEST ELEVATION - AURORA AVENUE
SCALE: 1/8"=1'-0"



SOUTH ELEVATION - N. 183RD STREET
SCALE: 1/8"=1'-0"



EAST ELEVATION - BACK ELEVATION
SCALE: 1/8"=1'-0"

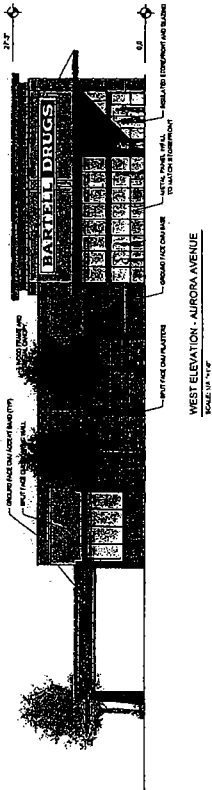


NORTH ELEVATION - N. 185TH STREET
SCALE: 1/8"=1'-0"

SGA Corporation
SHORELINE, WA FEBRUARY 18TH, 2004

MULVANNY G2
ARCHITECTURE

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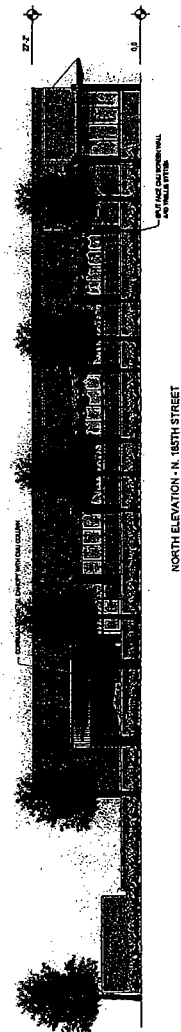
WEST ELEVATION - AURORA AVENUE
SCALE: 1/4" = 1'-0"



SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



EAST ELEVATION
SCALE: 1/4" = 1'-0"



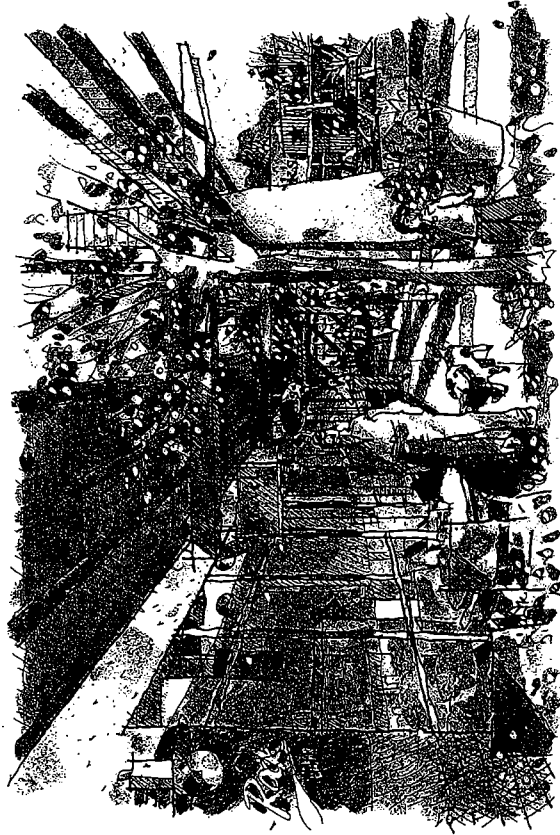
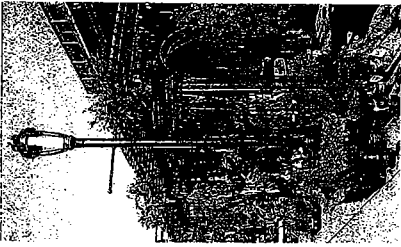
NORTH ELEVATION - N. 18TH STREET
SCALE: 1/4" = 1'-0"

SGA Corporation
SHORELINE, WA

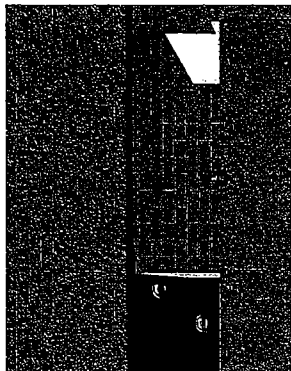
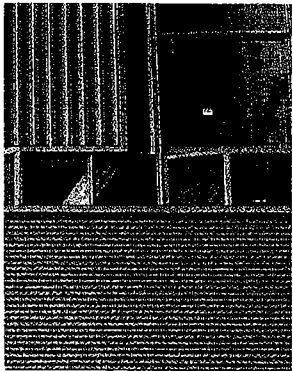
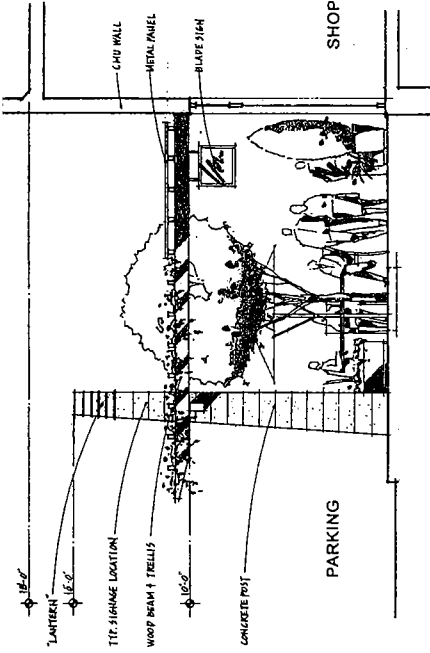
MARCH 2ND, 2004

MULYANNY G2
ARCHITECTURE

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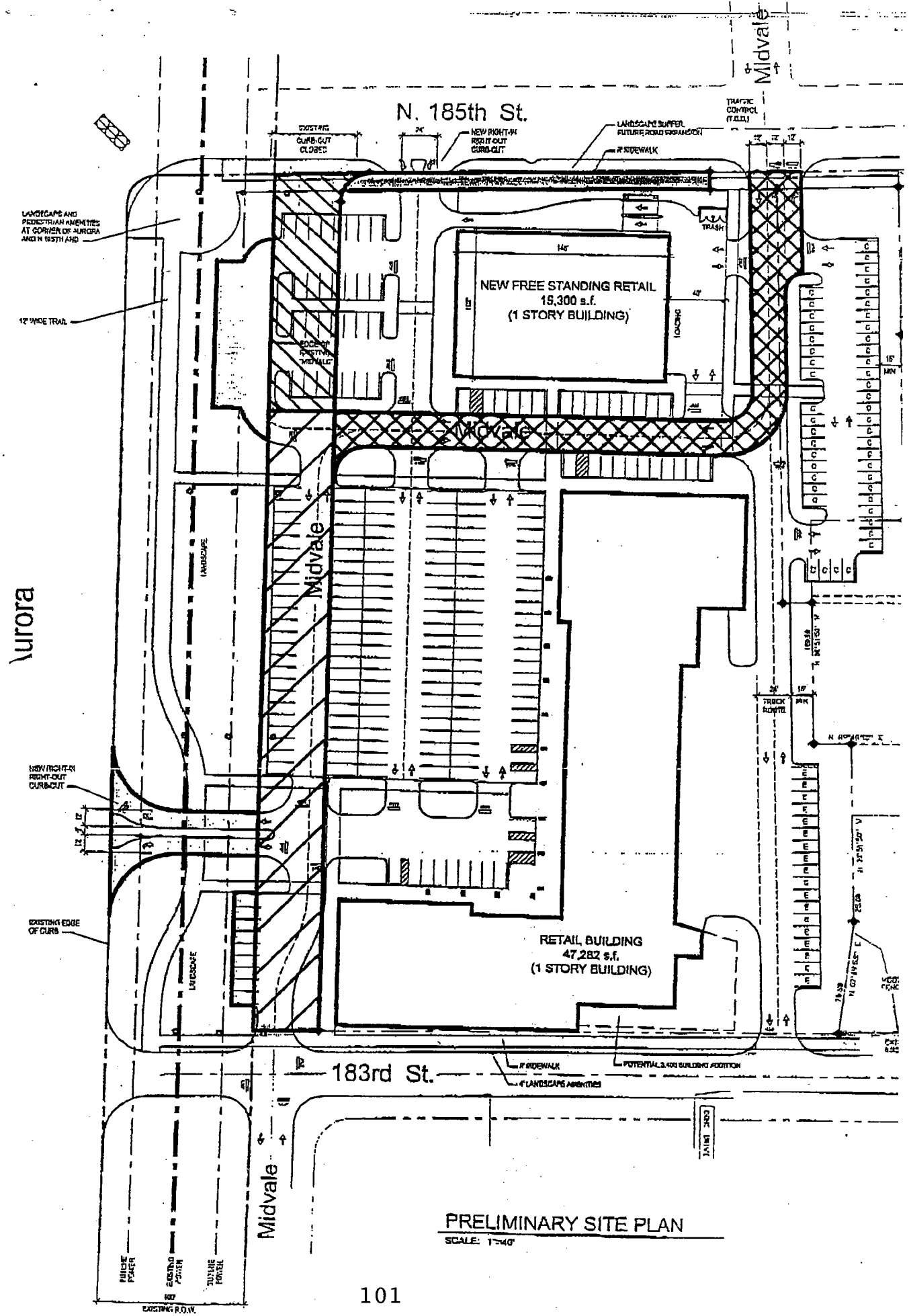
MULVANNY G2
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SGA Corporation
SHORELINE, WA FEBRUARY 19TH, 2004

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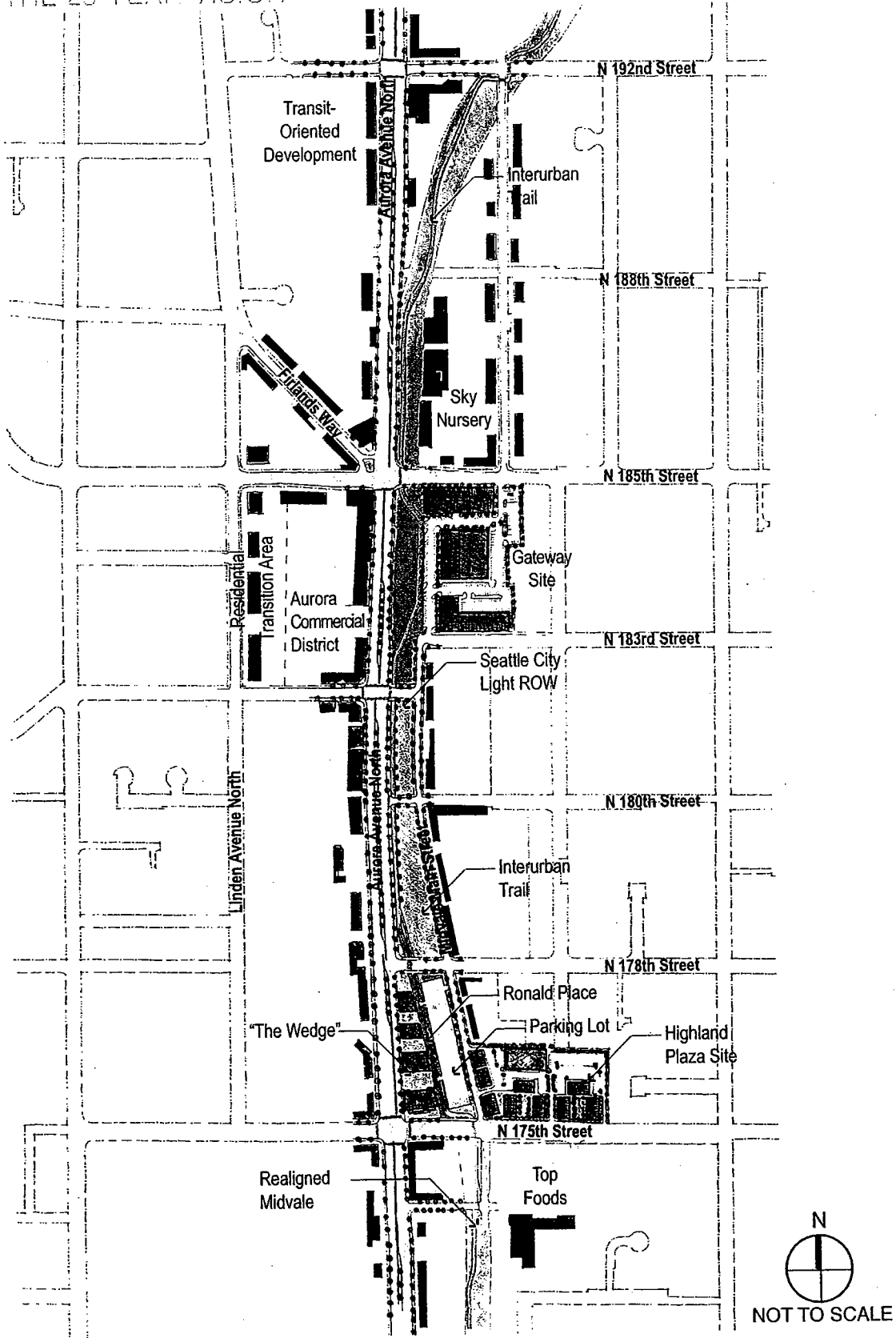
ATTACHMENT B



PRELIMINARY SITE PLAN
SCALE: 1"=40'

ATTACHMENT C

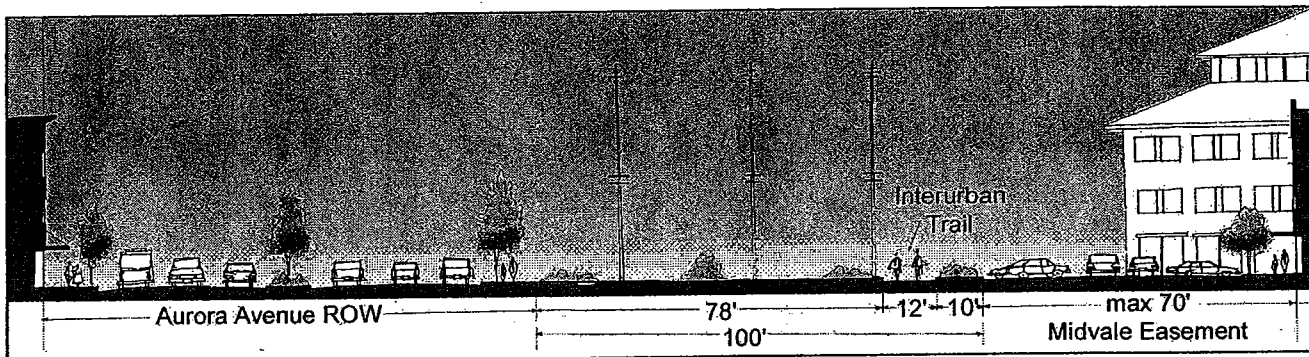
CENTRAL SHORELINE SUBAREA PLAN THE 25-YEAR VISION



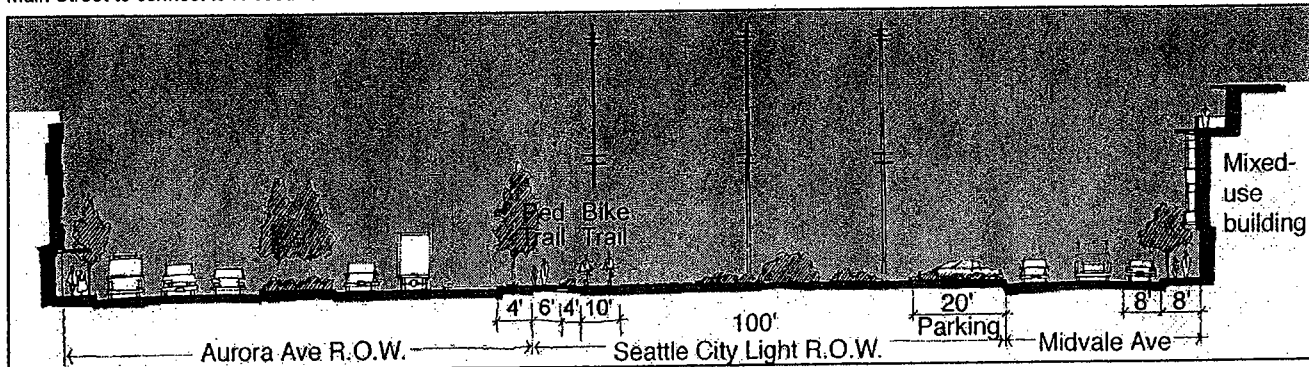
CENTRAL SHORELINE SUBAREA PLAN

THE 25-YEAR VISION

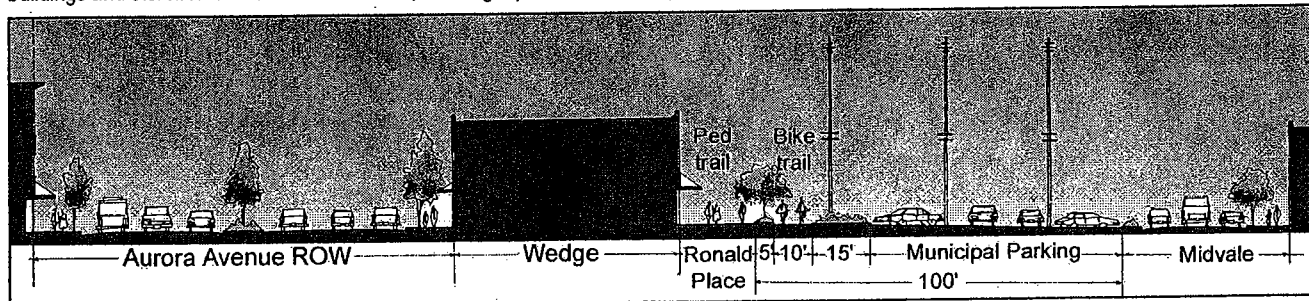
The following east-west cross sections through Aurora Avenue, the Seattle City Light right-of-way, and Midvale Avenue illustrate the 25-year vision. The building fronts along the redeveloped properties transform a commercial strip into a more coherent space. Within this wide space, there are three distinctly different zones: the auto-oriented Aurora Corridor, the recreational pedestrian and bike-oriented Interurban Trail with surrounding park, and the pedestrian-friendly Midvale Main Street. This design balances the needs of drivers, bicyclists and pedestrians, as well as the needs of commuters, shoppers and strollers.



Typical cross section between N 183rd and 185th Street. Buildings on Aurora's west side are built close to the sidewalk. The Interurban Trail runs close to the eastern edge of the Seattle City Light right-of-way. An easement for Midvale Avenue through the Gateway site allows for the Midvale Main Street to connect to N 185th Street.



Typical cross section between N 177th and 183rd Street. The Interurban Trail runs close to the western edge of the Seattle City Light right-of-way. This eliminates the need for a sidewalk on Aurora's east side and helps reduce the right-of-way width. Midvale Avenue is lined with mixed-use buildings and storefronts close to the sidewalk, creating a pedestrian-friendly Main Street.



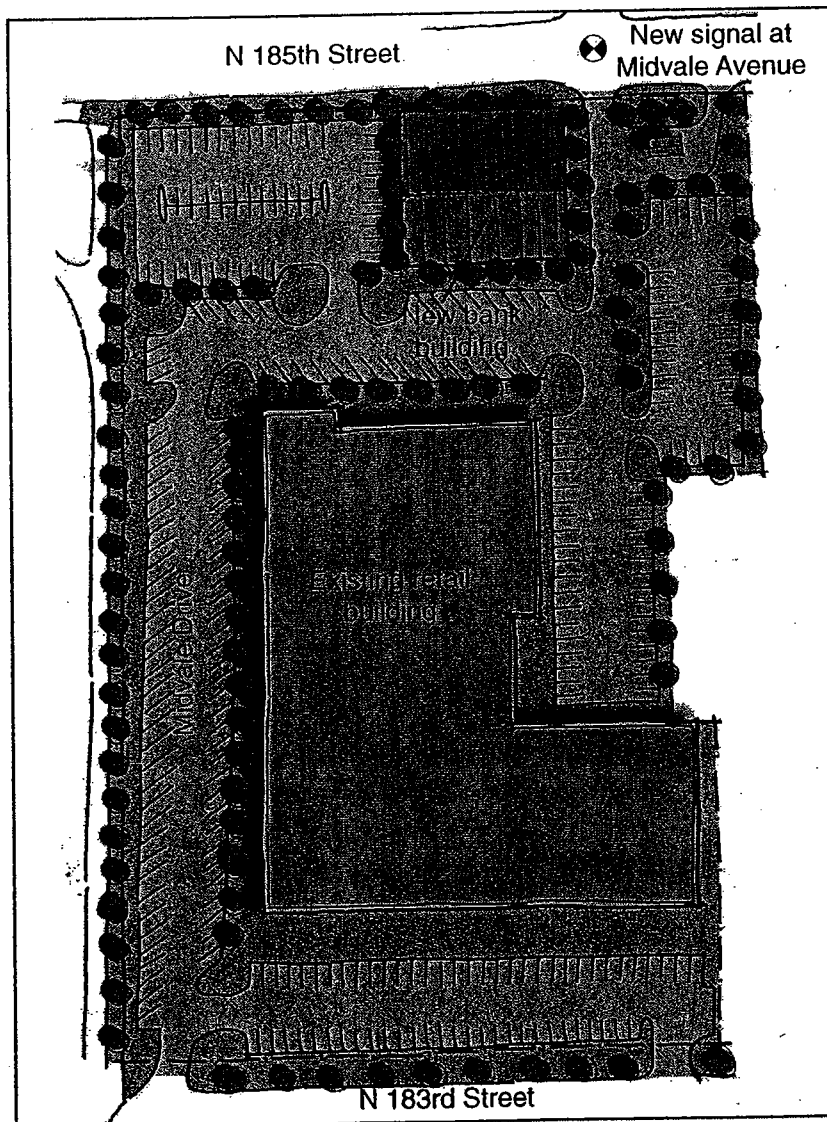
Typical cross section between N 175th and 177th Street. The Wedge is redeveloped with storefronts facing Ronald Place. The "Brick Road" is vacated for traffic but remains in place as part of the Interurban Trail. A two-way bike trail runs next to it within the Seattle City Light right-of-way. A municipal parking lot, subject to negotiations, is located within the Seattle City Light right-of-way and serves the wedge businesses.

CENTRAL SHORELINE SUBAREA PLAN

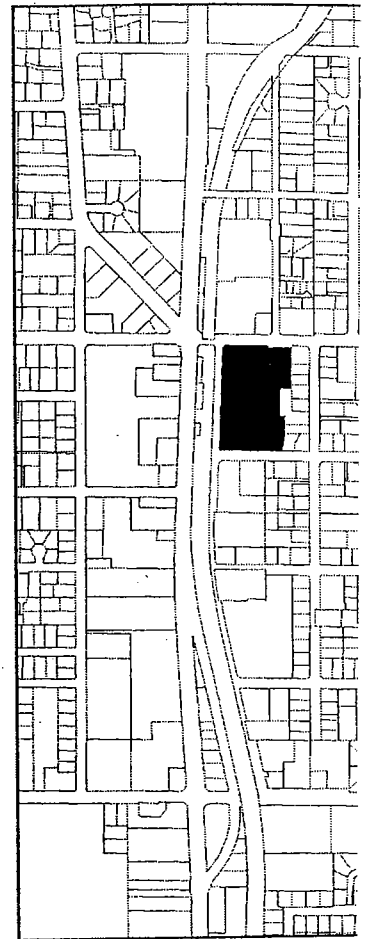
THE "GATEWAY" SITE

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.



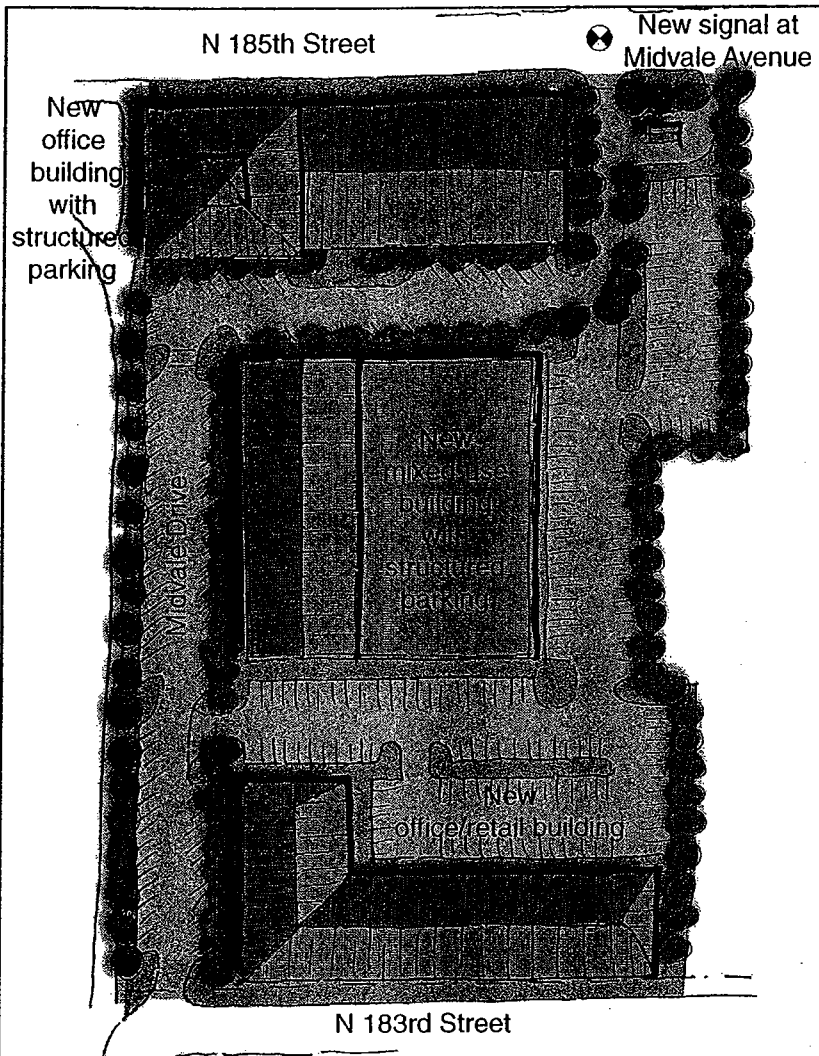
5-Year Vision



Locator key

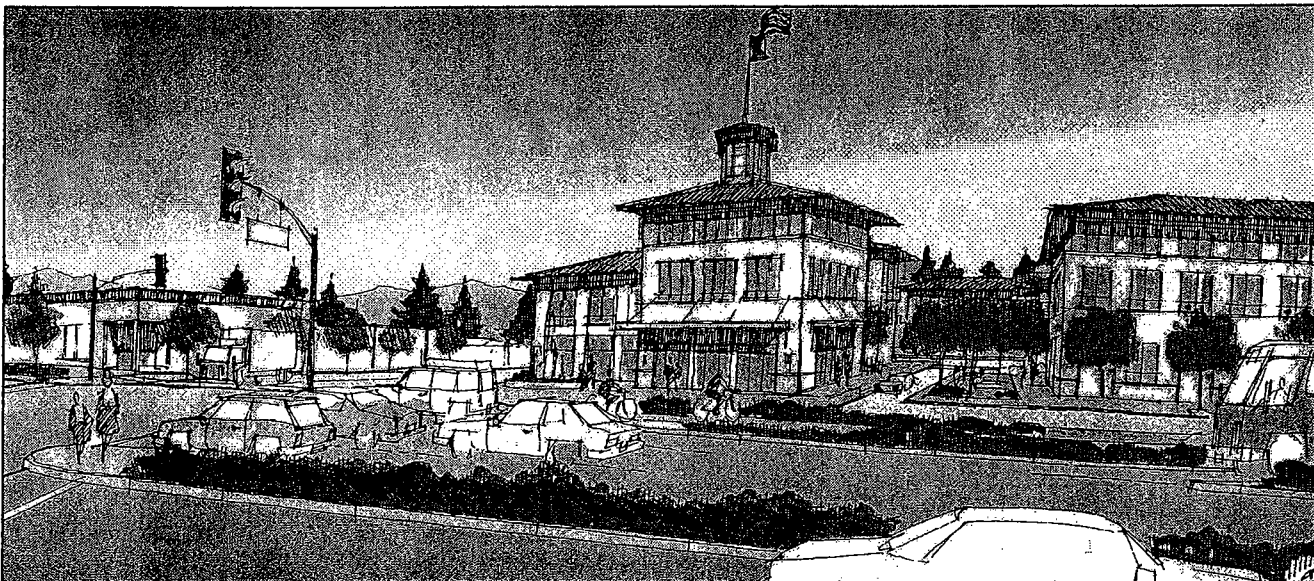
In the 5-year vision, the existing retail building has been renovated and may have a different use. A new office building to the north houses a bank with an adjacent drive-through ATM. A drive diagonal parking and side street connects Midvale Avenue to the site with its northern

CENTRAL SHORELINE SUBAREA PLAN



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.

25-Year Vision



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

ATTACHMENT D



City of Shoreline

17544 Midvale Avenue North
Shoreline, WA 98133-4921

(206) 546-1700 ♦ Fax (206) 546-2200

Transmittal Memo

DATE: June 1, 2004

TO: Mr. Dennis Anderson
Seattle City Light
P.O Box 30423
Seattle, WA 98124-4023

FM: Jan K. Knudson, Economic Development Coordinator

RE: Gateway Plaza Redevelopment Project

MESSAGE:

Dennis, thanks for meeting with me May 25 to go over the proposed development projects affecting Seattle City Light right-of-way in the Central Shoreline area. I am glad we have come up with a process for coordinating development proposals with you that affect Seattle City Light property. As we discussed, I am transmitting to you the documents for the Gateway Plaza redevelopment for your use.

The City of Shoreline (City) has received a building permit application from Ironwood Investments/Gateway Plaza (Applicant) that includes use of Seattle City Light right-of-way between N 183rd and N 185th Streets. The City is requesting that you review the attached plans and correspondence from the Applicant to determine if Seattle City Light can approve proposed improvements and enter into an agreement with the Applicant.

In general, the City has no objection to the proposed redevelopment provided the Applicant meets our adopted codes and regulations and secures an agreement with Seattle City Light for use of its property. We are requesting an expedited review by Seattle City Light in order for the City to complete its review of the permit application. As always, if you have any questions, please feel free to contact me at any of the numbers below. Thanks and I look forward to hearing from you.

Sincerely,

Jan K. Knudson, CCM

Economic Development, City Manager's Office

17544 Midvale Avenue N.

Shoreline, WA 98133

Phone (206) 546-0959

Fax (206) 546-8761

jkudson@ci.shoreline.wa.us

Transmittals:

- 1) February 16, 2004 letter from Applicant to Seattle City Light summarizing February 11 meeting.

- 2) March 11, 2004 letter from Seattle City Light to Applicant transmitting March 5 cancellation notices to Seattle City Light tenants.
- 3) May 6, 2004 letter from Applicant to Jan Knudson, City of Shoreline, transmitting plan sets dated 4/30/04 for signage, parking and access within Seattle City Light right-of-way.

cc: Joyce J. Michelson, Ironwood Investments/Gateway Plaza
Paul Cohen, City of Shoreline