

AGENDA

SHORELINE CITY COUNCIL WORKSHOP

Monday, April 3, 2006
6:30 p.m.

Shoreline Conference Center
Mt. Rainier Room

- | | Approximate Length
of Agenda Item | Page
No. |
|---|--------------------------------------|-------------|
| 1. CALL TO ORDER | | |
| 2. FLAG SALUTE / ROLL CALL | | |
| (a) Proclamation of "ShoreLions Day" | | <u>1</u> |
| 3. CITY MANAGER'S REPORT AND FUTURE AGENDAS | | |
| 4. COUNCIL REPORTS | | |
| 5. PUBLIC COMMENT | | |

This is an opportunity for the public to address the Council on topics other than those listed on the agenda, and which are not of a quasi-judicial nature. The public may comment for up to three minutes. However, Item 5 will be limited to a maximum period of 20 minutes. The public may also comment for up to three minutes on agenda items following each staff report. The total public comment period on each agenda item is limited to 20 minutes. In all cases, speakers are asked to come to the front of the room to have your comments recorded. Please state clearly your name and city of residence.

- | | | |
|---|---------|-----------|
| 6. WORKSHOP ITEMS | | |
| (a) Comprehensive Housing Strategy Work Plan | 45 min. | <u>3</u> |
| (b) Proposed Action Plan - Housing for Seniors with Limited Incomes | 45 min. | <u>9</u> |
| (c) Sidewalks - 2006 Priority Routes, Scope, and Process | 30 min. | <u>25</u> |
| 7. ADJOURNMENT | | |

The Council 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 service, call 546-0457. For up-to-date information on future agendas, call 546-2190 or see the web page at www.cityofshoreline.com. Council meetings are shown on Comcast Cable Services Channel 21 Tuesdays at 12pm and 8pm, and Wednesday through Sunday at 6 a.m., 12 noon and 8 p.m.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Proclamation for ShoreLion's Day – May 1, 2006 DEPARTMENT: Parks, Recreation & Cultural Services Department PRESENTED BY: Lynn M. Cheeney, Recreation Superintendent

PROBLEM/ISSUE STATEMENT:

The City of Shoreline ShoreLions Basketball Team won the state Special Olympics Basketball Gold Medal. These 10 athletes began practicing at the Spartan Recreation Center in December with Coaches Linda Wokal and Christie Wicklander.

Tonight members of the team and their coaches will accept a proclamation congratulating them on their victory and declaring May 1, 2006 as ShoreLion's Day.

Approved By: City Manager  _____ City Attorney _____



PROCLAMATION

- WHEREAS, as part of the Special Olympics Washington Winter Sports Classic, the City-sponsored ShoreLions basketball team won the Special Olympics basketball championship on Sunday, March 5; and
- WHEREAS, the members of the team include Anthony Fatica, Claire Granquist, Rebecca Hadfield, Christopher Hahn, Zachary King, Elizabeth Van Dyck, Zach Wicklander, Ryan and Lisa Wokal, and Jeremy Wynne; and
- WHEREAS, the perseverance and enthusiasm of all 10 Special Olympians contributed to the team's wins over the Everett Rattlesnakes for the Masters 7 Division. Continuing on to state, they played a close game against the Bremerton Huskies, and then went on to the final game against the Everett Rattlesnakes; and
- WHEREAS, the team has been practicing every Sunday since December in order to be at their best in the competition; and
- WHEREAS, Coaches Christy Wicklander and Linda Wokal and all the parents involved are the chief cheerleaders and motivators of the Shorelions and share in their victory;

NOW, THEREFORE, I, Robert Ransom, Mayor of the City of Shoreline, on behalf of the Shoreline City Council do hereby proclaim May 1, 2006 as

SHORELIONS' DAY

in the City of Shoreline and commend the team, the parents and the coaches for their dedication to their sport and the benefits of athletic contests.

Robert L. Ransom, Mayor

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Comprehensive Housing Strategy Workplan
DEPARTMENT:	Planning and Development Services
PRESENTED BY:	Joe Tovar, Director of Planning and Development Services Steve Cohn, Project Manager for Comprehensive Housing Strategy

PROBLEM / ISSUE STATEMENT:

The City Council has directed the staff to prepare a draft scope and workplan for a Comprehensive Housing Strategy for Shoreline. The purpose of this memorandum is to: 1) identify key facts, issues and approaches for a comprehensive housing strategy so that the Council can provide direction with more specific objectives/outcomes of such a strategy and 2) lay out a draft work program for review so that Council can review the proposed sequencing of various steps and check-in points as well as gauge the amount of staff effort that should be applied to this task.

I. Context - Shoreline as a "First Suburb"

Shoreline is an excellent example of a "first suburb." These were the first suburbs built after World War II and are usually in the first ring of communities near the central city of a metropolitan area. They were often bedroom communities for commuters and even today, almost 50 years after they were built, may still largely be bedroom communities. (According to the 2000 U.S. Census, 45% of Shoreline's housing stock was built prior to 1960. This compares to 38% in Lake Forest Park, 26% in Edmonds, and 30% in Mountlake Terrace. Shoreline's percentage of housing built before 1960 is very similar to Burien's (46%)).

Many first suburbs are experiencing similar changes, because they are affected by similar demographic and economic forces. They are seeing aging housing stock, aging populations, smaller household sizes, and more ethnic diversity. Much has been written recently on the unique challenges facing first suburbs, including a Brookings Institute study available online at http://www.brook.edu/metro/pubs/20060215_FirstSuburbs.htm. A recent newspaper article in the Seattle P-I talked about First Suburbs in the Seattle region, and specifically made mention of Shoreline. (See Attachment 1.)

As our city continues to age, Shoreline's housing stock will change. Some people will choose to maintain their homes (single-family, condos, apartments); others will not. The City, through its actions, can affect some of these investment decisions, through a variety of actions, one of which is offering incentives. (The State Legislature recognized the cities' interest in affecting housing stock in the recent passage of HB 2984 and its

Senate counterpart which allows cities to offer regulatory incentives to residential developers in defined parts of town in exchange for constructing units that are affordable to people with limited incomes.)

II. City Policies and Actions relative to Housing in Shoreline

In 1998 the City adopted comprehensive plan housing policies (see Attachment 2) and since then has implemented various programs that assist homeowners to continue living in their homes. The Development Code provides density incentives for the development of affordable housing and accessory dwelling units to help residents afford their homes.

On January 19, 2006 the City hosted a forum focused on a portion of Shoreline's population: those for people with limited incomes. The purpose of that "Affordable Housing Strategy" forum was to explore whether affordable housing is an issue in Shoreline and hear from non-profit and government agency experts about how other jurisdictions in the region are addressing this portion of the housing issue. A separate follow-up report on the Affordable Housing Strategy is being prepared by Rob Beem, our Human Services Manager.

On February 13, 2006, the City Council voted to repeal the cottage housing provisions of the Development Code. In so doing, the Council determined that a broader look at the question of housing in Shoreline was needed and directed staff to draft a workplan for a comprehensive housing strategy. In expanding on the motion, Deputy Mayor Fimia clarified that the plan would:

- Present the Council and community with more detail of present and future housing needs, economic drivers, community values and goals;
- Provide information about viable options and ways to achieve these goals and identification of alternatives and potential partners in this effort; and
- Bring together ideas in a strategic fashion and look at the broader short- and long-term housing needs of our citizens.

III. Development of a Comprehensive Housing Strategy for Shoreline

How can the housing needs of Shoreline's changing demographics and other community objectives be met? A comprehensive housing strategy offers an avenue to address these changes while identifying potential City actions that can expand housing choices for present and future residents.

Staff identified three focus areas that will guide the development of a strategy. These are presented as a continuum to illustrate that each focus area includes a range of choices.

Focus Area 1: Population to be Served

Who do we want to live here?

Identify who lives here now and who we would like to be able to live here in the future.

<i>Those who are here today</i>	<i>Current population as it ages</i>	<i>Fill gaps in housing choice</i>	<i>Identify new population segments to attract to Shoreline</i>
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- Do we want to focus on accommodating those that live here as they age?
- Do we want to provide housing for younger residents who may want to stay in Shoreline when they grow up or others who may want to live here because of its location, schools, or other reasons?
- Who is this housing strategy for?
- What are the needs gaps that should be highlighted and addressed?

In answering these questions, staff will collect data on the City's demographics, housing stock, market trends, and comparison with the regional profile. Analysis of this data should provide some insight as to how local and national trends affect Shoreline.

Focus Area 2: Housing Choice/Type

What do we want to happen with housing supply, what type of housing mix do we want?

<i>Reinforce/protect current housing stock</i>	<i>Consolidate/rezone/ redevelop</i>
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Shoreline is a predominately single family City with a greater percentage of single family homes and land area zoned for single-family homes than many comparable cities in King and Snohomish Counties. (See Attachment 3, Chart of Comparable Cities and Attachment 4, Zoning Map) Providing housing choices can mean helping someone stay in their home, move to other housing in the City, or provide options for children as they become adults. These choices may not be available with the current housing stock.

Currently, Shoreline is attractive to many first time home buyers because Seattle neighborhoods are more expensive.

- Will that drive up the cost of housing in Shoreline's more affordable neighborhoods?
- Are there portions of the City that can accommodate residential options that are alternatives to traditional single family homes?
- Can we identify and work with partners such as adjacent cities and non-profit housing providers to increase the stock of low to moderate income housing?
- Have market forces changed enough in Shoreline that alternative forms of market rate housing might develop here?

This continuum spans alternatives like: home repair programs to help owners stay in their homes; providing incentives to use currently zoned land more efficiently; looking for certain areas that may lend themselves to innovative housing forms (for example,

lands adjacent to the Aurora Corridor); targeting certain areas for public improvement dollars for walkways, storm drainage improvements, and roadways to encourage infill and redevelopment to expand housing choices; and forming a north-King/south-Snohomish Counties consortium of cities to pool resources similar to the eastside cities' ARCH (A Regional Coalition for Housing).

Focus Area 3: City Involvement in Housing Strategy

How active should the City be in implementing new housing?

<i>Respond to market forces</i>	<i>Use incentives to encourage specific types of housing</i>	<i>Invest public dollars to create specific types of housing</i>
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Shoreline's housing stock will be affected by both internal and external forces, but market forces will have the greatest impact in the long run. If demand for housing remains strong in the Puget Sound area, there will be continued redevelopment of existing housing stock and pressure to develop new housing in areas that permit higher densities.

However, the City can affect the overall housing stock by encouraging, providing incentives, or requiring certain outcomes. Another option is to provide resources (staff or dollars) to work with other groups to build units that serve target populations.

Focus areas 1 and 2 are, in some ways, tied together. Focus area 3 (City Involvement) can be considered independently of the other two.

Draft Work Plan

It is our expectation that the comprehensive housing strategy (CHS) could include some or all of the following implementation outcomes:

- Strategy
- Comprehensive Plan policies
- Development Code amendments
- Potential projects and funding sources

Staff's proposed timeline and workplan is:

1. April 2006 – At Council Retreat: Affirm, revise and refine scope of focus of the CHS.
 - Staff provides existing relevant comprehensive plan policies
2. Summer 2006 -- Inventory existing conditions
 - Housing stock and Land use potential
 - Demographics and trends
 - Housing market and regional context
3. Late Summer 2006 -- Develop draft 2007 budget implications (becomes part of budget proposal)

4. September 2006 -- Check-in point with Council
 - Staff identifies current and future housing need
 - Staff identifies easy and difficult housing gaps
 - Staff presents draft strategy, incentives and programs. Council clarifies scope and direction of CHS
 - Council appoints citizen advisory committee (CAC) comprised of representative stakeholders to assist in developing strategy. The Council may want to consider appointing Council or Planning Commission representatives to serve on the CAC.
5. October 2006
 - Committee meetings begin
6. November 2006
 - Staff and CAC hold community meeting to present existing conditions
 - Report to Council – Compare gaps with Council objectives
7. November-January 2007
 - Advisory committee begins work to develop proposed strategies
8. February 2007 -- Check-in point with Council
 - Draft proposed strategies are presented to Council
 - Council provides any needed clarification or direction
9. March 2007 - Community meeting on proposed strategies and options
 - Needs gaps
 - Integrate affordable housing strategy component
 - Implementation
 - Costs
10. April 2007 - Council public hearing and adoption of CHS by resolution

IV. Resources

Staff estimates that accomplishing the proposed workplan will take the following resources:


- An FTE (or consultant) working two months during the summer to gather the information described in the workplan. The cost of a consultant is estimated to be \$15,000. As a new workplan item, it was not budgeted. Staff will work to identify funding options to cover the cost of this task.
- Approximately .25-.3 FTE to work with the committee to develop the comprehensive housing strategy. This can be absorbed with current staffing levels.

RECOMMENDATION

No action is required. The Council will discuss this subject more fully at its upcoming retreat. Staff is bringing these ideas forward now so that Council can review the draft scope and schedule, then ask additional questions or offer ideas to staff so that we can provide responses at the retreat.

Attachments

1. Newspaper article about First Suburbs
2. Comprehensive Plan Housing Policies
3. Chart of Comparable Cites
4. Shoreline Zoning Map

Approved By: City Manager  City Attorney ____

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of the Proposed Action Plan to Address Housing Needs of Seniors with Limited Incomes
DEPARTMENT:	Office of Human Services
PRESENTED BY:	Rob Beem, Human Services Manager George Smith, Human Services Planner

PROBLEM/ISSUE STATEMENT:

In 2005, the City Council determined that additional policy development work needed to focus on "housing for seniors with limited incomes." While this Action Plan was being developed, the City Council began consideration of undertaking a broader review of the City's role in housing resulting in the development of a Comprehensive Housing Strategy (CSA). This agenda item reviews the results of staff's work with local housing experts in the review of the City's current policy and strategy and proposes a short term action plan to address the needs of this one segment of our population.

ALTERNATIVES ANALYZED:

Staff proposes a set of specific strategies to pursue which will assist seniors with limited incomes to remain in Shoreline either in their current homes or in other housing units. Council has the discretion to direct staff to pursue any or all of these action steps. If Council directs staff to pursue other strategies not outlined in this staff report, staff may need to return to Council to discuss additional resources needed.


- Option 1 Implement the Action Plan as Proposed;
- Option 2 Identify certain elements of the Action Plan to implement now and others to consider within the CHS.
- Option 3 Pursue implementation of the Action Plan following completion of the CHS.

FINANCIAL IMPACT:

Implementing the recommended action plan will not require additional staff or financial resources beyond the existing 2006 annual budget. Implementation of item #4, establishing a housing development fund or participating financially in the development or funding of any specific housing project will require commitment of existing Community Development Block Grant revenues and may require additional allocations of local funding. The extent of this impact cannot be projected absent any specific project proposals.

RECOMMENDATION

Staff recommends Option 1, that the Council direct staff to proceed with the Action Plan as outlined, which will result in assisting seniors with limited incomes to age in place and to remain an integral part of the Shoreline community.

Approved By: City Manager  City Attorney ____

INTRODUCTION

In May 2005, the Council formed a Human Services Ad Hoc Committee to assess the community's priority human service needs. The recommendations from the Ad Hoc Committee were presented to the Council at its October 24, 2005 meeting. The Council adopted the recommendations from the Ad Hoc Subcommittee and directed staff to report back to the Council policy options focusing on the development of housing for people with limited incomes.

During Council deliberations in February 2006, Planning and Development Services (PDS) staff was tasked with preparing a proposal for developing a comprehensive housing strategy. This subject is also being considered during the April 3rd Council meeting. This broader review of housing presents opportunities to place some issues raised in this more narrowly focused discussion in a broader more policy focused context.

BACKGROUND

Human Services staff formed a working group with the Assistant City Manager, PDS Director and Economic Development Manager. The work group convened a housing workshop on January 19, 2006. Experts from the non-profit development community, A Regional Coalition for Housing (ARCH), King County Community Development and King County Housing Authority were invited to share their insights about Shoreline's housing situation and to make recommendations to staff and Councilmembers. Mayor Ransom, Deputy Mayor Fimia and Councilmembers Gustafson, McGlashan and Way attended the Workshop.

Some of the key information developed for the workshop participants by City staff prior to the meeting included the following. See the workshop background information in Appendix A.

- 9.5% of Shoreline households have incomes less than 30% of median, less than \$21,050 for a family of three. This is the group most difficult to house since there is no market rate housing available at payments not more than 30% of income, the Housing and Urban Development (HUD) definition of affordability.
- Another 10%, or 2,091 households have incomes between 30% and 50% of median, less than \$35,050 for a family of three. Occupations that fall into this group include teachers, health care workers, retail sales and service industry workers.
- People 65 and older make up 14% of Shoreline's population but 43% of the households with incomes less than 30% of median. Half of older adults rent and half live in owned housing in this economic segment.
- In addition to permanent housing, Shoreline has 50 units of transitional housing serving families, veterans and those with mental health and/or substance abuse.
- King County Housing Authority has 820 units of housing and Section 8 vouchers to serve Shoreline's lowest income households and a long waiting list for housing.

On January 19th, staff convened a housing workshop that brought six experts in housing development and human services to Shoreline. Combined, the panel members represented over 100 years of experience in King County. The panelists were provided with the background data on Shoreline and with a list of potential strategies geared to address the housing needs as identified. The panelists shared their experience and professional perspectives on ways that Shoreline can play an effective role in meeting the housing needs of the community. See Appendix B for the full minutes of the housing workshop.

The panelists made the following observations about the current status of housing needs of Shoreline's seniors as well as about overall housing opportunities in Shoreline:

- While Shoreline housing is relatively affordable, market pressures will increase the cost of housing. As a result there will be some conversions from rental to owner occupied. In this case, those people with limited incomes who live in these units will find it more difficult to afford or have the option of remaining in their current unit.
- Shoreline needs more detailed information on housing conditions and land availability and cost for new development. The City needs to understand the dynamics of its housing market.
- Shoreline has a disproportionate amount of single family housing reflecting the fact that most land is zoned single family. An estimated 15% of these units are rental housing. This is a higher proportion than in similar communities.
- Household size continues to decline and is now 2.5 with one quarter of all households consisting of one person.
- Shoreline is fairly well developed so GMA growth targets are relatively small compared to existing housing stock.
- Shoreline should consider higher density zoning for housing along the Aurora Corridor as part of the redevelopment plan.
- Neighborhoods want predictability in terms of where housing, other than traditional single family homes, is to be located.
- Several participants noted that it is less expensive to build on the east side of town because of lower land costs.
- Detached accessory dwelling units (ADUs) are allowed on lots of 10,000 feet or more; otherwise the ADU must be attached to the house. This may account for the low use of ADU's with 20 being approved since the time of incorporation.
- There are a number of federal housing options available, such as HUD Section 202 or tax credits which could partially fund the development of housing for older adults.
- An effective strategy involves pursuing a five-year action plan that communicates priorities.

The participants in the housing workshop also identified several larger more encompassing issues which would ideally be addressed in a broader community context:

- Community acceptance of housing options for people with limited incomes.
- Redevelopment opportunities, particularly along the Aurora Corridor, offer the potential to incorporate affordable housing along with retail and other planned uses.

Staff from Human Services, Planning and Development Services and the City Manager's Office reviewed the workshop's results and identified the following general conclusions and several specific action steps to take focused on the needs of seniors:

- Additional information on housing stock, availability of buildable land and vacancy rates in market rate rental housing is needed to better understand the housing market and form the basis for a successful program.
- While older adults are disproportionately represented in low income owned and rental single family housing and may be a priority group for affordable housing, more information is needed to understand what kinds of support and assistance would allow these households to remain in Shoreline. The City currently funds two home repair programs that assist elderly homeowners with the ongoing major and minor maintenance of their homes. Beyond this there may be other actions the City could take or support that would allow seniors to remain in their current residence and to age in place.

Proposed Action Plan

1. Identify current development opportunities including location and approximate cost, the availability and condition of existing multi-family housing stock, and the availability of land owned by state and local governments and non-profit organizations.
2. Implement strategies that will support seniors' independent living including:
 - Promote increased public understanding of the ADU as a means of housing an aging parent or disabled adult child.
 - Hold community forums on reverse mortgages as a financing mechanism for older adults to support basic living costs and/or the cost of long-term care.
 - Increase community's awareness of home share programs as a means for obtaining in-home assistance.
 - Sponsor a forum, in conjunction with local financial institutions and or Home Sight, for first-time home buyers on the mechanics of qualifying for and obtaining financing to purchase a house or condo.
3. Recruiting a developer to build a new facility using HUD section 202 and/or other government funds to allow rents affordable to older adults in this economic segment.
4. Establish a special fund to support the production or retention of affordable housing units. The funding level could either be tied to the availability and amount of CDBG funds or could be established as a set annual contribution. To the extent that the amounts in this fund exceed current allocations, there may be trade-offs with other general fund supported activities. If this option is accepted, staff will develop more specific details and costs and review those with City Council.

Staff proposes that the action plan be implemented initially over a two-year period. As the plan is implemented, staff will return to Council with periodic updates and/or to seek direction where needed.

The following two issues should be addressed in the context of the Comprehensive Housing Strategy being discussed by the City Council:

- Engage in discussions with the community around how best to meet the needs for housing by residents with limited incomes.
- Address issues of development/redevelopment as ways to accommodate housing that is affordable to people with limited incomes.

ALTERNATIVES ANALYSIS

In the fall of 2005, the City Council initiated work on development of this Action Plan with a narrow focus on housing needs of Shoreline's seniors with limited incomes. In early February of 2006 the City Council directed staff to develop a proposal for the creation of a Comprehensive Housing Strategy (CHS). The Action Plan proposed here consists of four specific action steps of varying complexity and time frames. It also suggests broader issues that could be more effectively addressed in the context of the Comprehensive Housing Strategy. The steps in the Action Plan increase in complexity from #1 - #4.

The CHS would in all likelihood include some or all elements of the Action Plan that is discussed in this memo. Implementing elements of the Action Plan may be seen to have an effect on choices and options for the Comprehensive Housing Strategy. Council may opt to hold off on items in the Action Plan which they feel commit the City to actions which would potentially be inconsistent or out of sync with the CHS. In addition City Council may wish to delay implementation of any elements of the Action Plan which are seen as raising issues that are more fully addressed in the context of a broader strategy. There are already two such issues which were raised by the Housing Workshop participants that staff has moved into the CHS for exploration.

- Items #1 and #2 in the Action Plan pose the least potential for any downstream conflict with the CHS.
 - Item #1 is focused on research and understanding Shoreline's market. This work will not affect the CHS tasks.
 - Item #2 provides a direct service to seniors about ways to make wise use of existing tools and services. It does not establish any new commitments or ongoing programs.
- Item #3 does requires a commitment to a particular housing proposal and population. While all the data reviewed to date indicates that this population is an appropriate focus for our efforts, the act of selection will limit our choices to address needs of other populations. However, the lead time from initiation of action to the occupancy of new housing units is lengthy. It is highly likely that any selection of a developer or a project would happen after significant progress has been made on the CHS. Any potential conflicts could be addressed as the item moves forward.
- Item #4 requires the longest commitment calling for the City to establish and support a new local funding source. Initially it is envisioned that this fund could be supported with Community Development Block Grant resources.

In this light the following options are available:

- Option 1 Implement the Action Plan as Proposed;
- Option 2 Identify certain elements of the Action Plan to implement now and others to consider within the CHS.
- Option 3 Pursue implementation of the Action Plan following completion of the CHS

RECOMMENDATIONS

Staff recommends Option 1 that the Council endorse the strategies proposed and to direct staff to implement the action plan, which will result in assisting seniors with limited incomes to age in place and to remain an integral part of the Shoreline community.

ATTACHMENTS

- A. Background materials distributed at January 19, 2006 Housing Workshop
- B. Minutes from January 19, 2006 Housing Workshop

Attachment A Housing Workshop Materials

DRAFT HOUSING RESOURCES FOR PEOPLE WITH LIMITED INCOMES IN SHORELINE

Policy Background

The Shoreline Comprehensive Plan, 2004 Update, contains a section on affordable housing with several strategies (see attached list of strategies)

Current Situation

- The 2000 Census reported Shoreline as having 20,716 households of which 32.7% of households had an individual under 18. Slightly more than a quarter, 26.4%, is one person households, 10% were female headed households with children and almost a quarter, 23.8%, of householders were 65 or older. Average household size in 2000 was 2.5 and has been declining for the past three decades.
- Numbers of Households by economic groups

Very Low Income < 30% Median	Low Income - 30-49% of Median	Moderate Income – 50-79% of Median
• 2,208	• 2,091	• 3,908

- Homelessness has emerged as a new issue. The 2004 One Night Count documented 38 homeless individuals, a 58% increase over 2003. The Shoreline School District reports serving 45-50 homeless students annually for each of the past two years. There are no shelters for singles in North King County and one family shelter in Kenmore.
- By type of tenure, 68% of households are owner-occupied and 32% renter-occupied.
- By size, 74% of housing units are single family, 1.8% duplex, 10.2% 3-19 units and 13.1% 20 or more units.
- Publicly subsidized housing resources in Shoreline consist of 464 KCHA, units, housing mainly singles and couples, 3 units of LATCH housing and 72 units of tax credit properties. In addition to owned units, KCHA provides 356 Section 8 housing vouchers. The economic value of the section 8 vouchers to private landlords in Shoreline is 2.6 million dollars annually.

Affordability of Rental Housing Units in Shoreline and King County

	<30% of Median	30-49% of Median	50-79% of Median
King County	0.1%	43.9%	50.0%
Shoreline	0.0%	57.9%	41.3%

Source: Communities Count 2005

Based on the HUD standard for affordability, (housing costs no greater than 30% of household monthly income), there is no market-rate housing available to households making less than 30% of median income. For a single person, at 30% of median income or less, monthly rent should not exceed \$409. For this amount, only a room in shared housing would be possible. Those between 30% and 49% of median fare better with 57.9% of rental housing affordable to them.

According to the Dupre and Scott Apartment Vacancy Report for 20 unit and larger properties, the September vacancy rate in Shoreline was 4.9%, down from 8.1% last September. The average rent was \$759 per month, which requires an annual income of \$30,360 to not pay more than 30% of annual income for housing.

As a result of the high cost of rental housing, many spend more than they can afford on housing. According to the 2000 Census, 10% of Shoreline renters spend 30-34.9% of their income on housing and 27.2% spend more than 35% of their income on rent.

Characteristics of Households with Less Than 30% of Median Income

Based on a special analysis of the 2000 census conducted by HUD, (SOCDS CHAS Data) there are 2,028 Shoreline households, (9.5% of households vs. 11.1% for the county as a whole), with incomes below 30% of median (\$ < 21,050 for a family of three). The characteristics of these households is shown in the table below.

Renters <30%					Owners < 30%				
Elderly 1 & 2 members	Small Related 2-4 members	Large Related 5 or more members	All Other	Total Renters	Elderly 1 & 2 members	Small Related 2- 4 members	Large Related 5 or more members	All Other	Total Owners
439	339	54	454	1,286	434	128	30	150	742

People 65 and older make up 14% of the city's population, yet comprise 43% of households having less than 30% of median income, evenly split between renters and home owners. The KCHA has enough units and section 8 vouchers for 820 households, enough to house 64% of the 1,286 households, with incomes < 30% of median, living in permanent rental housing.

Characteristics of Households with more than 30% but less than 50% of Median Income

The characteristics of the 2,091 households at 30-49% of median income (\$21,050 - \$35,050 for a family of three) are shown in the following table.

Renters >30% <49%					Owners >30% <49%				
Elderly 1 & 2 members	Small Related 2-4 members	Large Related 5 or more members	All Other	Total Renters	Elderly 1 & 2 members	Small Related 2- 4 members	Large Related 5 or more members	All Other	Total Owners
292	308	113	315	1,028	484	389	55	135	1,063

Elderly renters and owners make up 37% of all households in this economic group, while comprising 14% of the city population. The split between home owners and renters is almost even. In this economic group, small families make up one third of the households.

The 30-50% of median contains a variety of occupational groups including minimum wage earners, new entrants to the work force and single parents with many in service occupations such as day care worker, nurse's aide, teacher and retail sales person.

Attachment B

CITY OF SHORELINE

**SHORELINE CITY COUNCIL
SUMMARY MINUTES OF HOUSING WORKSHOP**

Thursday, January 19, 2006
1:00 p.m.

Shoreline Fire Department Headquarters
17525 Aurora Avenue N

PRESENT: Mayor Ransom, Deputy Mayor Fimia, Councilmembers Gustafson, McGlashan, and Way

STAFF:

Julie Modrzejewski, Assistant City Manager; Rob Beem, Human Services Manager; George Smith, Human Services Planner; Paul Cohen, Planner; Nora Smith, Neighborhoods Coordinator; Ray Allshouse, Building Official; Joyce Nichols, Communications and Intergovernmental Relations Director; Steve Szafran, Planner; Debbie Tarry, Finance Director; Bethany Wolbrecht-Dunn, Grants Specialist; Joe Tovar, Planning and Development Services Director; and Scott Passey, City Clerk

PANEL MEMBERS:

Andrew Brand, Housing Developer, Lutheran Alliance to Create Housing (LATCH)
Robin Amadon, Senior Housing Developer, Low Income Housing Institute (LIHI)
Deborah Gooden, King County Housing Authority, General Manager of Greenbridge Redevelopment Project
Allan Johnson, Affordable Housing Planner, King County
Arthur Sullivan, Director, A Regional Coalition for Housing (ARCH)
Jan Dickerman, Director of Housing and Child Development, Hopelink

1. WELCOME AND PURPOSE

At 1:15 p.m., Ms. Modrzejewski welcomed attendees and reviewed the purpose of the meeting, which is to explore what can be done in Shoreline to meet the housing needs for people with limited incomes. She said this meeting is an opportunity to educate City staff and the Council as they approach the City's goal-setting process.

2. WORKSHOP FORMAT AND INTRODUCTION OF PANEL

Mr. Beem elaborated on the purpose of the meeting and urged attendees to share their recommendations on how the City can maximize its efforts in low-income housing.

Participants then introduced themselves, providing their backgrounds and experience in the area of affordable/low-income housing.

3. REVIEW OF CURRENT HOUSING SITUATION FOR PEOPLE WITH LIMITED INCOMES

Mr. Smith reviewed the current housing situation in Shoreline as provided on the blue handout. He noted that one in five Shoreline residents live at or below the 50% of median income level (the King County average is 22%). He pointed out that people 65 and older make up 14% of the City's population, yet they comprise 43% of the households having less than 30% of median income. He emphasized that the elderly, who play an important role in the functioning of the community, are overrepresented in these figures.

4. DISCUSSION WITH PANEL AND ATTENDEES OF THREE KEY ISSUES

Mr. Beem then led a group discussion focusing on the following questions:

- a) Is Shoreline's situation mostly the same or different from the housing situation of other smaller cities in an urbanized county? If you have attempted a project in Shoreline, were you successful? What, if any, obstacles did you encounter and could the city have done anything differently to assist?
- b) We have developed a list of strategies – based on your experience, which ones are most likely to produce the most units of housing? Have we missed any options?
- c) What's needed to implement these strategies in Shoreline?

Panelists and participants shared the following points:

- 1) According to census figures, household size continues to decrease, as do the number of school enrollments (G. Smith).
- 2) Higher enrollment levels at private schools may partially account for the decrease in public school enrollments. Some figures suggest that 25% of school-age children in Shoreline attend private schools (Ransom).
- 3) There are a number of federal housing options available, such as HUD Section 202 for senior housing. Housing built by non-profit developers can free-up existing housing stock for others. Shoreline could consider the option of accessory dwelling units (ADUs) (Amadon).
- 4) The City of Shoreline allows ADUs; about 14 ADUs have been built in Shoreline in the past five years. Detached ADUs are only allowed on lots in excess of 10,000 square feet, otherwise an ADU must be attached to the principal residence (Cohen).
- 5) Shoreline is a community that is fairly well developed; therefore, Shoreline's GMA growth targets are relatively small compared to existing housing stock and other jurisdictions. However, owner occupancy is relatively high. Shoreline has a high percentage of single family housing (74%), versus 57% for King County and 50% for Seattle. The difference between 74% single family and 68% owner occupied would indicate some single-family stock is rental housing. The data also shows that Shoreline is

apt to have a higher percentage of its rental housing in single-family units as opposed to multi-family units. The statistics should influence the policy decisions about strategies for redevelopment and increasing density (Sullivan).

- 6) As median home prices increase, housing choices for the less-than 30% of median income residents decrease (Dickerson).
- 7) Shoreline is similar to King County in terms of percentage of people below 50% of median income, but housing and zoning are different. Shoreline is not really a small city; it is the fifth largest in King County. The housing mix affects perception. Affordability disappears as home prices increase. It is advisable to try to make multi-family housing work in Shoreline (Johnson).
- 8) All communities need more information on housing condition and land availability for new development. It is important to really know the dynamics of your housing market. Jurisdictions need interest, political will, knowledge of zoning, and a strong focus on strategy and planning. Shoreline should commit to a 5-year action plan that communicates its priorities. This should not be outlined in its Comprehensive Plan, but it should be detailed elsewhere (Gooden).
- 9) Shoreline housing is relatively affordable, but there is a possibility of market-rate inflation problems in the future. As the value of single-family housing increases, the private market will shift these units from the relatively lower-cost rentals to higher-cost owner-occupied. Shoreline must take a close look at its rental housing stock. Shoreline has a disproportionate amount of single-family zoning. Shoreline could consider higher-density development in the Aurora Corridor. Cottage housing is controversial because it is difficult to predict where it can be built (Brand).
- 10) Shoreline is somewhat different in its mix of housing types and ownership profiles. The stated goal is housing strategies that meet the need of households with less-than 50% of median income (Beem).
- 11) Meeting housing needs can benefit the community by ensuring youth have a stable housing situation; academic achievement is compromised when students have to move frequently. It is less expensive to build multi-family housing on the east side of Shoreline. Demographic data suggests more emphasis should be placed on the needs of the elderly (Ransom).
- 12) Can Section 8 and voucher programs benefit both landlord and tenant in terms of market value and affordability? (McGlashan)
- 13) Section 8 and voucher programs are constantly changing and under attack. Landlords generally cannot get highest market value. Landlords get a stable, predictable, flow of rents. Landlord philanthropy can make a difference (Gooden).
- 14) Section 8 programs benefit landlords in term of consistency of payments. The City might explore ways to administer such programs on a local level (Amadon).

Mr. Beem posed the question of how some specific targets can be established and met.

- 15) GMA targets can be achieved through multi-family density (Johnson).
- 16) Low-income earners are surviving in a very unstable situation and pay a large portion of their income for housing. This results in high rates of turnover and neighborhood instability. Preserving existing rental stock will create stability and decrease the likelihood of rent increases due to redevelopment. Acquisition and rehabilitation have been used effectively in Bellevue to address this situation. Section 8 programs also create stability (Sullivan).
- 17) Preserving existing housing stock essentially “takes a market-rate unit out of the game” and maintains that unit at a relatively more affordable level (G. Smith).
- 18) Preserving existing housing is a good strategy but it probably requires a change in ownership to maintain an income-restricted situation (Amadon).
- 19) Shoreline should analyze all the relevant information (zoning, ownership, demographics, etc.) while focusing on the most critical needs, and then air the options politically. Create a constituency around affordable development. It is important to engage your community and then start your first development within the community’s “comfort zone.” Some areas of Aurora Avenue might be more suitable for housing (Gooden).

Mr. Beem asked for feedback on effective strategies.

- 20) Shoreline should explore partnerships between families who have been previously homeless and developers to create a tiered system that addresses their particular needs (Dickerson).
- 21) Density bonuses can be a volatile concept in suburban areas. The City should consider gifting permit fees to provide incentives to developers. The City could also income-restrict a certain number of units in a market-rate development (Amadon).
- 22) Expedited permit processing and other incentives can make a big difference. If this is an issue, the City should explore new approaches to permitting (Gooden).
- 23) There are ways to make density bonuses work, such as linking the bonus to the size/scale of the house, parking considerations, etc. Density bonuses offered as a package are proven to more effective (Johnson).
- 24) There are a number of incentives available, but affordable housing incentives are generally the last alternative that private developers choose (Sullivan).
- 25) What is the right combination of the things we want, and how do we proceed without degrading quality? There are distinctions between the east side and west side of Shoreline (Way).
- 26) A key question is how to provide housing that is compatible with community values (Beem).

- 27) Seattle and other jurisdictions have neighborhood design review boards, which address the compatibility question. The quality of affordable housing is actually higher than market-rate housing due to higher investment in design (Amadon).
- 28) There are places in Shoreline, such as Aurora Avenue, where housing would be a better use than the current use. Some housing is strategically placed to “build the community.” Housing should be built not only to meet the immediate need but also for community development. Public funding shows a commitment and can often leverage 5-15 times the original investment (Gooden).
- 29) Compatibility is not just a design issue. The community’s “buy-in” should be sought for an overall strategy on compatibility (Tovar).
- 30) Shoreline should have an inventory of surplus sites and consider the potential to co-locate housing with other uses, such as Echo Lake and Aurora Avenue (Johnson).
- 31) The community should be polled on who it thinks needs housing the most, as well as what the housing should look like. There are ways to achieve multi-family housing in single-family zones if there is community will. The City should try to understand the “why” (Sullivan).
- 32) The City should start with a needs-based analysis first, but the concept of neighborhood design review might also be effective (Gooden).
- 33) The public wants predictability, and a community conversation about target groups (seniors, homeless, previously homeless) should lead that effort. The City should also consider its position in the region (Cohen).
- 34) Kirkland and Redmond have been successful at cottage housing because they began with demonstration (study area) projects. A discussion of the process can help make the product successful. It’s also what’s happening around you that affects housing prices. Note the Crossroads development in Bellevue as a good example of a successful housing project (Sullivan).
- 35) There has been a stigma surrounding affordable housing; the City should inform and educate the community (Brand).
- 36) Noticing can be “the seed of either a good process or a bad process.” When neighbors are adequately notified of potential development, they are more likely to support them (Way).
- 37) The City should consider creative ways to co-locate housing. The King County Library System is considering ways to incorporate housing in their future designs (Dickerson).
- 38) Shoreline should look at target groups and effective strategies, but it should not discount the density bonus entirely. In order to ensure healthy market cycles, housing should be viewed holistically. The City should explore ADUs and the land-trust system, where the trust owns the land but the individual owns the unit (Johnson).

39) Shoreline should consider how the potential redevelopment of the Fircrest property might help address low-income housing needs in the future (Fimia).

40) King County increased the loan amount for ADUs; Shoreline now has 50 units of transitional housing (G. Smith).

5. WRAP UP AND SUMMARY

Mr. Beem provided a summary of the dialogue and thanked panelists and attendees for their participation. The meeting concluded at 3:30 p.m.

/S/ Scott Passey, City Clerk, CMC

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CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Sidewalks - 2006 Priority Routes, Scope, and Process

DEPARTMENT: Public Works

PRESENTED BY: Paul Haines, Public Works Director
Jesus Sanchez, Operations Manager
Jon Jordan, Capital Projects Manager

BACKGROUND

In the February 27, 2006 staff report we said we would provide an update to Council on March 20 with more information about this program, the 2006 schedule, and the public involvement process. That report was postponed for two additional weeks so that we could provide you with more detailed information. That information includes the attachments to this report that are part of the public involvement program and the project webpage and conceptual design plans discussed below which are under development and will be shared with Council on April 3.

PROBLEM/ISSUE STATEMENT: In 2005, City Council authorized funding for the newly formed Sidewalk Program to construct pedestrian facilities in priority areas identified in the Transportation Master Plan (TMP) and other areas identified through public process. Staff is pursuing a strategy to meet the aggressive timeline and allow for summer construction of the 2006 priority. Surveyors are mapping the routes and the engineering firm of KPFF is preparing conceptual design plans and specifications for bid in April. This bid package will provide the details and estimated quantities necessary for contractors to bid the projects. Changes to the bid plans based on public input and the final design will continue while the projects are on ad and we will coordinate changes with the successful contractor. Staff will seek Council authorization to award the construction contract in May and work will begin in June with the goal of completing construction by September 1, 2006.

FINANCIAL IMPACT: The "Sidewalks – Priority Routes" program in the 2006-2011 CIP sets aside \$5.4 million over the next six years to build pedestrian facilities in priority areas identified in the Transportation Master Plan (TMP). Constructing the entire list of projects identified in the Transportation Master Plan could cost as much as \$67 million for our standard sidewalks on both sides of the streets. Since the standard concrete gutter-curb-amenity zone-sidewalk configuration can be expensive and does not easily work in some areas, the City will utilize economical alternatives that will stretch budget dollars and provide more linear feet of pedestrian improvements.

The City CIP programmed \$900,000 to design and build the 2006 preliminary routes. This includes \$750,000 from the Roads Capital fund and a \$150,000 TIB grant. There are no TIB grants for 2006. As a result, we will use an additional \$150,000 of Roads Capital funds in 2006 and seek TIB or other grant funding for 2007 in the planned amount of \$150,000.

SCHEDULE (2006):

March	April	May	June
Develop conceptual plans and bid documents	Advertise for bids April 5	Council to award construction contract May 1	Begin construction
Develop webpage, exhibits, postcards and flyers	Public outreach and final design	Public outreach	Public outreach
July	August	September	October
Construction	Construction	Construction substantial completion September 1	Begin 2007 projects
Public outreach	Public outreach	Public outreach	Public outreach

The 2006 recommended routes and associated improvements in order of anticipated construction are: two by Einstein Middle School, one by Shorewood High School and St. Luke and one by Ridgecrest Elementary School.

Road	Segment	Improvements
10th Ave NE	NE 175th St – NE 170 th St	Concrete curb adjacent a 6'-8' wide asphalt pathway
	NE 170 th St – NE 167th St	Concrete curb, 2' to 3' green strip, and 5' to 6' wide asphalt pathway
3rd Ave NW	NW Richmond Bch Road - N 193rd St	Concrete curb, 2' to 3' green strip, and 5' to 6' wide asphalt pathway
Dayton Ave N	Carlyle Hall Rd N - N 172nd St	Concrete curb, 2' to 3' green strip, and 5' to 6' wide asphalt pathway
8th Ave NW	NW Richmond Bch Road - N 195th St	6' wide separated asphalt pathway

Potential additive routes may also be built in 2006 if the construction bids and schedule are favorable. These include Echo Lake Elementary School and Shorewood High School.

Road	Segment	Improvements
N 195th St	Wallingford Ave N - Meridian Ave N	Concrete curb with 4' amenity zone and 6' wide asphalt pathway.
Fremont Ave N	N 165th St - N 170th St	Concrete curb, 2' to 3' green strip, and 5' to 6' wide asphalt pathway

More on Public Involvement: Over the past several weeks, Paul Haines the Public Works Director, and Jesus Sanchez the Operations Manager, met with the School Superintendent, Principals, and PTA's regarding the 2006 Preliminary Pedestrian Projects to obtain their concerns and input.

Staff is implementing a public outreach program for the citizens of Shoreline potentially affected by these pedestrian improvements. The program is based on the development of informed consent and citizen participation by objectives. This approach, which is summarized in Attachments A, B, and C, will let the community know a) there is a problem; b) it is our responsibility to address it; c) the approach is sensible; and d) we will listen. Staff will work with individual property owners to address special design needs and minimize impacts. Staff has identified the following citizen participation techniques to facilitate information exchange and successfully implement this project.

These are:

1. Open exhibits in nearby schools and libraries
2. Producing and releasing materials to Potentially Affected Interests (PAI's) and the media
3. Working with the public in the city offices, respective homes, and or other public facilities.
4. Use existing: newsletters, other publications, media, etc.
5. Use existing: school systems; other institutions
6. Use a Responsiveness Summary/Listening Log to share input and responses
7. Using the telephone, the FAX, and E-mail
8. Creating, and using, a webpage on the City's internet website

The outreach program will include the project mission or overview, the problem solving/decision making process, a matrix of the potentially affected interests, maps and drawings of the planned improvements, and a responsiveness summary/listening log all available on the project webpage, at open exhibits in schools near the projects, and here at City Hall. The webpage for this project is ready for viewing now. It is a work in progress and new and updated information will be added as it becomes available.

RECOMMENDATION

Staff recommends the Sidewalks - 2006 Priority Routes, Scope, and Process and is seeking Council concurrence on this recommendation.

Approved By: City Manager  City Attorney ____

Attachments:

- A Sidewalk Priority Routes Mission / Overview
- B Problem Solving/Decision Making Process
- C Potentially Affected Interests
- D Alternative Pathway Concepts
- E All Priority Projects Map
- F 2006 Preliminary Routes Map
- G Existing Sidewalk and Pathways Map

Note: On March 30, this information will be viewable on the project webpage at the following address: <http://www.cityofshoreline.com/cityhall/projects/sidewalks/index.cfm>

SIDEWALKS – PRIORITY ROUTES

City of Shoreline Capital Improvement Project

MISSION / OVERVIEW

Shoreline City Council 2005-2006 Work Plan Goal #3: Enhance our program for Safe and Friendly Streets

One of the City's most important roles is to maintain and improve community infrastructure such as roads, parks, surface water systems and sidewalks. Although Shoreline is a relatively new city, its infrastructure is not. Shoreline neighborhoods were built to rural standards, primarily without sidewalks or even walkways. Only about one-third of the City's arterials and even fewer residential streets have sidewalks (refer to Existing Sidewalks and Pathways Map).

Throughout the years Shoreline residents and Council have identified adding sidewalks as a priority. The City has dedicated money in each year's budget to repair and replace deteriorating existing sidewalks and also ensures that sidewalks are built when property is redeveloped. In the 2006-2011 Capital Improvement Program (CIP), Council added money to begin building some of the priority sidewalk routes identified by the community in the recently completed Transportation Master Plan. Many of these priority routes are on arterials used by children walking to school.

The "Sidewalks – Priority Routes" program in the 2006-2011 CIP sets aside \$5.4 million over the next six years to build both standard sidewalks and other "pedestrian facilities". Constructing the entire list of projects identified in the Transportation Master Plan could cost as much as \$67 million for our standard concrete curb-gutter-amenity zone-sidewalk configuration on both sides of the streets. Since the standard configuration can be expensive and does not easily work in some areas, the City is considering economical alternatives that will stretch tax dollars and provide more linear feet of pedestrian improvements. Examples of these alternatives include concrete curbs with asphalt sidewalks and separated pathways. The City CIP programmed \$750,000 to design and build the 2006 preliminary routes. The Council subsequently identified their interest in moving forward future years CIP resources and target spending up to \$900,000 in 2006.

The 2006 recommended routes are: two by Einstein Middle School, one by Shorewood High School and St. Luke and one by Ridgecrest Elementary School. Depending on the outcome of the construction bids, the schedule, and available resources, two other potential additive routes may also be built in 2006: Echo Lake Elementary School and Shorewood High School. The City will be working with individual property owners other potentially affected interests to address special design needs and minimize impacts.

SIDEWALKS – PRIORITY ROUTES

City of Shoreline Capital Improvement Project

PROBLEM SOLVING/DECISION MAKING PROCESS

The City of Shoreline's Transportation Management Plan is the long-range blueprint for travel and mobility, describing a vision for transportation that supports the City's adopted land use plan.

The TMP reflects policy directions from City Council, Planning Commission, public comments, and technical analysis of existing conditions and external requirements (such as federal and state mandates).

The TMP focuses on satisfying travel demand and making efficient use of the existing infrastructure and providing the facilities and services to encourage walking, cycling and transit as priority modes.

State and regional policy and requirements included within:

- The 1990 State Growth Management Act
- The City's adopted Land Use Plan
- The Comprehensive Plan objectives
- King County's County wide planning policies

PLANNING PROCESS

The review and adoption process for the TMP, as well as the Comprehensive Plan and other Master Plans, included:

- Public open house and presentation of the Draft Comprehensive Plan and Master Plans
- Planning Commission Public Hearings and Plan Reviews
- Planning Commission Recommended Draft Comprehensive Plan and Master Plans
- City Council Public Hearings and Plan Reviews
- City Council Adoption of Comprehensive Plan and Master Plans

August 2002 – Bond Advisory Committee develops sidewalk project list around schools

September 2003 – City held public meetings early in the planning stage for public input on the plan

2003-2005 – City of Shoreline Planning Commission (Transportation Work Group) held a series of open meetings with the consultant team and city staff. Emphasis was put on pedestrian systems.

April 2005 – Staff report by Jill Marilley, City Engineer, “Sidewalk Comprehensive Study Interim Report.

June 2005 – City Council adopts the city’s comprehensive plan and adds \$5.4 million to the Sidewalks – Priority Routes CIP program.

July 11, 2005 – Draft Transportation Master Plan (TMP) adopted by Council (Resolution No. 234)

February 8, 2006 – Meeting with School District Superintendent, Principals, and PTA Representatives of Ridgecrest, Einstein, and Shorewood schools

PEDESTRIAN GOALS AND POLICIES (taken from the TMP)

Transportation Goals

T.I.: Provide safe and friendly streets for Shoreline citizens.

T.IV: Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.

Transportation Policies for Safe and Friendly Streets

T1: Make safety the first priority of citywide transportation planning and traffic management. Place a higher priority on pedestrian, bicycle, and automobile safety over vehicle capacity improvements at intersections.

Transportation Policies for Pedestrian System

T26: Provide adequate, predictable, and dedicated funding to construct pedestrian projects.

T27: Place high priority on sidewalk projects that abut or provide connections to schools, parks, transit, shopping, or large places of employment.

T29: Provide sidewalks on arterial streets and neighborhood collectors.

T30: Develop flexible sidewalk standards to fit a range of locations, needs and costs.

T31: Work with the School District to determine and construct high priority safe school walk routes. The City should partner with the School District to achieve these goals.

EVALUATION PROCESS

In the sidewalk section of the TMP, this process considered all arterials in the City and combined quantitative project scoring and qualitative policy linked reviews. It used the weighted evaluation criteria below in a two-step ranking process of priority pedestrian routes.

The weighted criteria included school access issues, connections to parks, connections to existing sidewalks, linking 3 or more major destinations and connections to bus lines. It also addressed whether it was part of the 2002 Bond

Committee recommendation to the City Council. From this weighted criteria a list of priorities was created and Priority 1, 2 and 3 sidewalk lists were developed. Refer to the Priority Pedestrian Projects Map.

Table 5-1. Pedestrian Project Evaluation Criteria (from the TMP)

Criteria	1 st Screen	2 nd Screen
School Access. Will sidewalk be within 10 blocks of a school?	60 points	Yes
Located on an Arterial. Will sidewalk be located on an arterial?	30-40 points	Yes
Connects to Park. Will sidewalk connect to a Park?	40 points	
Connect to Existing Sidewalk. Will sidewalk connect to an existing sidewalk?	30-40 points	
Completes Shoreline Loop. Will sidewalk help complete a "loop" around the City?	35 points	
Connects to Bus Line. Will sidewalk provide access to a bus line?	30 points	
Links 3 Major Destinations. Will sidewalk connect homes to neighborhood businesses, schools, and other recreation facilities?	20 points	
Bond Advisory Committee Priority #1 and #2. Was the sidewalk a highest priority of the Bond Advisory Committee?		Yes

PEDESTRIAN FACILITIES ANALYSIS

In the traditional method of public works construction, citizens are familiar with our standard concrete gutter, curb, amenity zone and sidewalk providing an area for pedestrians to be and remain separated from vehicular traffic. This project investigated alternative economical treatments for pedestrian facilities that were possible beyond the standard sidewalk configuration. Not all treatments are possible in all locations without considerable cost and, in trying to extend the impact of limited funding, it was important be creative in the solutions for every street.

In the 2006-2011 CIP the City Council created a significantly expanded "Sidewalks – Priority Routes" program to invest \$5.4 million over the next six years to construct both our standard sidewalks and alternative "pedestrian facilities". Constructing the entire list of projects identified in the TMP could cost as much as \$67 million for our standard concrete gutter-curb-amenity zone-sidewalk configuration on both sides of the street. Since the standard configuration can be expensive and does not easily work in some areas, the City is considering economical alternatives that will stretch tax dollars and provide more linear feet of pedestrian improvements. Examples of these alternatives

include concrete curbs with asphalt walkways, separated pathways, or widened shoulders. Using the alternative treatments analyzed for pedestrian facilities and the Priority Pedestrian Routes Map we then began a phase of gathering information along each route to determine which of the alternatives would be most effective for each segment to create a range of possible solutions and costs. Widened shoulders are not a strong recommendation and are only to be applied when no other solution can be built or financed. Coordination with the City's Traffic Engineer will help determine where this can be done inexpensively in advance of future sidewalks.

PROPOSED PEDESTRIAN PROJECTS SELECTION STRATEGY FOR 2006

The City Council continues to emphasize the importance of sidewalks for safety, enhanced mobility, convenience, and recreation in Shoreline. This new CIP project will serve to enhance pedestrian safety near schools, parks, and bus lines to name a few, and to enhance our program for safe and friendly streets (Council Goal #2).

The City of Shoreline's Transportation Master Plan (TMP) is the long-range blueprint for travel and mobility and provides the guidance and prioritization for this and other projects in the CIP. The TMP project team together with City staff and a subcommittee from the Planning Commission identified potential sidewalk candidate projects and developed an evaluation process to prioritize these projects. This was last presented to Council on April 25, 2005 in a staff report entitled "Pedestrian Facility Comprehensive Study Interim Report"

In an effort to further refine the list of sidewalk projects in the TMP, staff developed a selection strategy for 2006 priority routes, subject to further review with the schools, Parent Teacher Association's, City Council, and citizen input. These routes were selected with the TMP goal and policies in mind and with the intent to:

- Build improvements on one side of the street to increase geographic coverage
- Seek first year sites that have minimal utility conflicts and other construction conflicts
- Focus improvements around schools, parks and community centers, transit, and existing and future trail systems with special emphasis on schools
- Utilize a mix of pedestrian facility types to increase coverage and save cost
- Focus on improvements that have a history of community interest and/or previous drainage improvements
- Focus on improvements where currently none exist or that are marginal

Referring to the 2006 Preliminary Pedestrian Projects Map, the 2006 recommended routes are:

Road	Segment	Criteria
10th Ave NE	NE 167th St - NE 175th St	Priority 2, School, High traffic volume, Community requests for improvements and involvement in the Neighborhood Transportation Action Plan which lists this segment as a high priority
3rd Ave NW	NW Richmond Bch Road - N 193rd St	Priority 1, Schools, Park, Transit, Commercial/Retail, Community requests for improvements
Dayton Ave N	Carlyle Hall Rd N - N 172nd St	Priority 1, Schools, Transit, High traffic volume
8th Ave NW	NW Richmond Bch Road - N 195th St	Priority 2, School, High traffic volume, Commercial/Retail

2006 Potential Additive Routes

Road	Segment	Criteria
N 195th St	Wallingford Ave N - Meridian Ave N	Priority 1, School, Park, City Loop, Trail Connectivity
Fremont Ave N	N 165th St - N 170th St	Priority 1, School, Community Center, Transit

These two priority 1 routes are additive because of the estimated budget and schedule constraints and because of the lower speeds and volumes compared to the other routes. They may be added to the 2006 projects if funding and schedule allow. Otherwise they will be preliminary routes for construction in 2007. Two priority 2 routes are included in the preliminary list due the practicality that many priority 1 routes have long lead times for removal of utilities or construction of storm drainage facilities that preclude them from construction in the first year of this new program.

SIDEWALKS – PRIORITY ROUTES

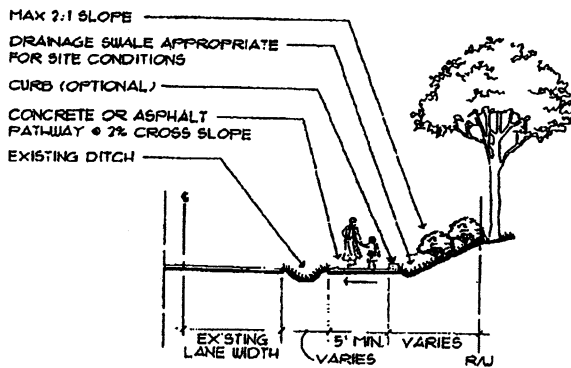
City of Shoreline Capital Improvement Project

POTENTIALLY AFFECTED INTERESTS

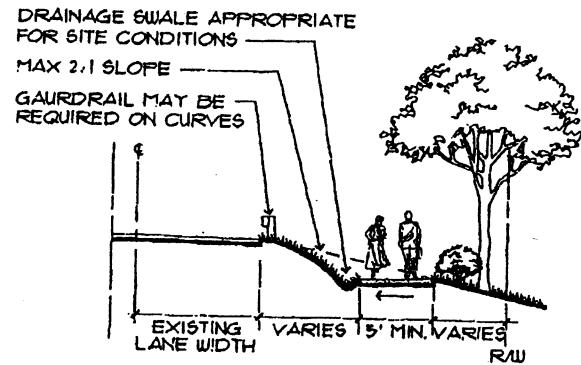
<div style="text-align: center;"> <div>PAIs</div> <div>Issues</div> </div>	<div>For other Consent-Building tools and guidance, visit: www.ipmp-bleiker.com or: www.consentbuilding.com </div>													
	1) Fairness (which street gets sidewalks, which side of street)	2) Pedestrian Safety (improve conditions to enhance safety)	3) Access to Property (before, during, and after construction)	4) Construction Impacts (noise, dust, etc.)	5) Tax \$ used wisely (alternatives to traditional concrete curb, gutter, and sidewalk)	6) ADA Accessibility (curb ramps)	7) Traffic/Speed Control (volume, paint striping, road width, traffic calming)	8) Bicycle Safety/Access	9) Private Property Impacts (driveways,	10) Surface Water Drainage (must not create a drainage problem)	11) Tree Conflicts (save and protect or remove)	12) Parking Issues (on-street parking now and after?)	13) ROW Encroachments (landscaping, other improvements)	14) Easements
1) Property Owners	X	X	X	X	X				X	X	X	X	X	X
2) Residents	X	X	X	X	X		X	X		X	X	X		X
3) Businesses	X	X	X	X	X				X			X		
4) Parks & Park Users		X	X	X										
5) School District		X		X				X				X		
6) PSTA		X		X				X						X
7) Students		X	X	X			X	X				X		X
8) Neighborhood Groups & Associations	X	X		X	X		X				X			
9) City Staff	X	X		X	X		X		X	X	X	X	X	X

10) City Elected Officials	X	X		X	X		X		X		X			
11) Environmental Groups				X						X	X			
12) Taxpayers					X									
13) Developers	X													
14) Police		X		X			X							
15) Fire Department		X		X			X							
16) Cascade Bicycle Club	X			X				X						
17) Community Centers														
18) Utilities				X										
19) Metro Transit				X										
20) Garbage/Recycling Service			X	X										
21) Mail/Delivery Service			X	X										

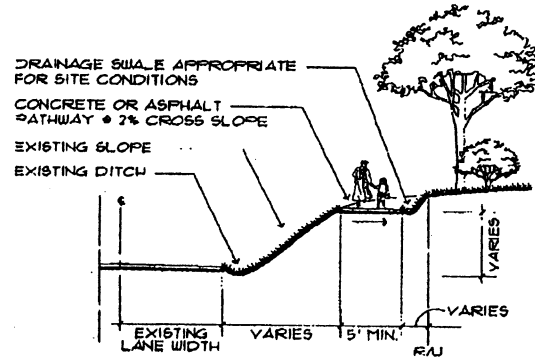
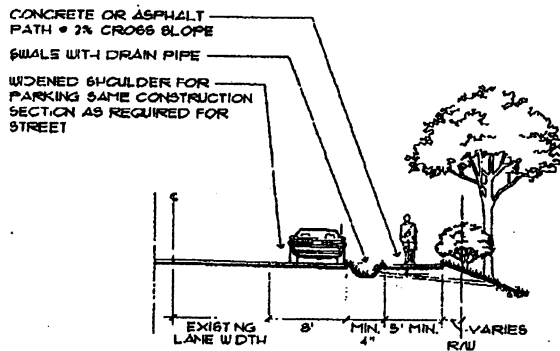
Alternative Pathway Concepts



Separated Pathway with Swale

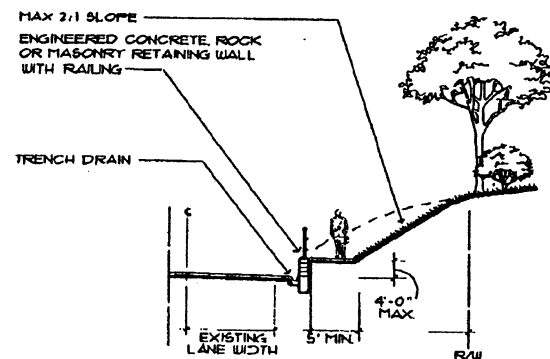
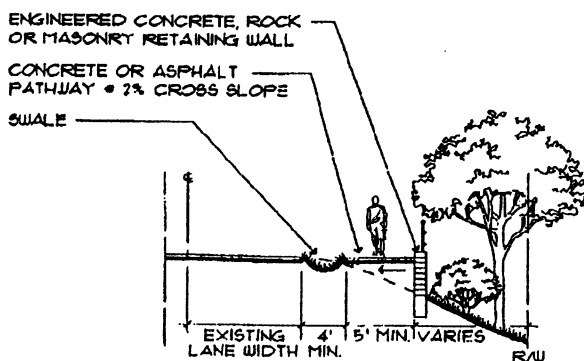


Separated Pathway below Road Grade



Separated Pathway with Swale or Planting Strip and On-Street Parking

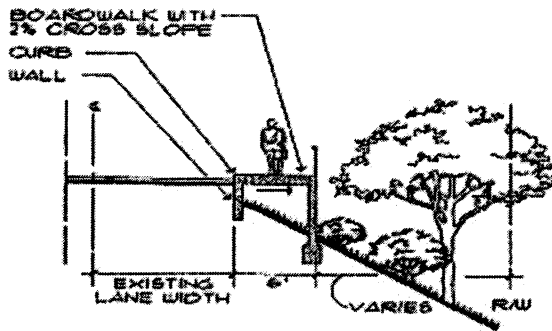
Separated Pathway Above Roadway



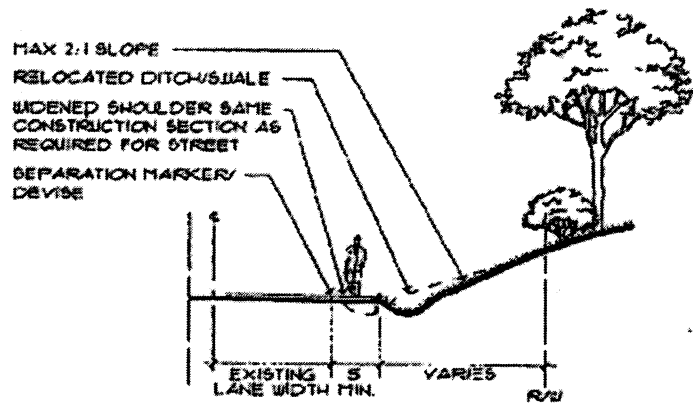
Separated Pathway on Fill or Wall with Swale

Separated Pathway on Wall

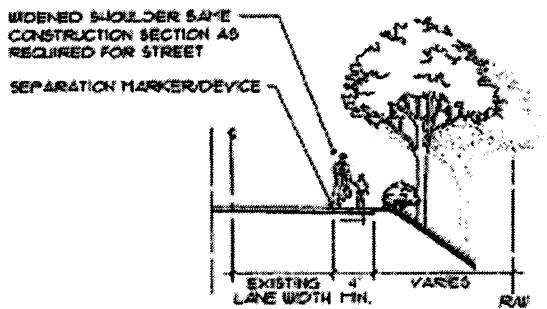
Alternative Pathway Concepts



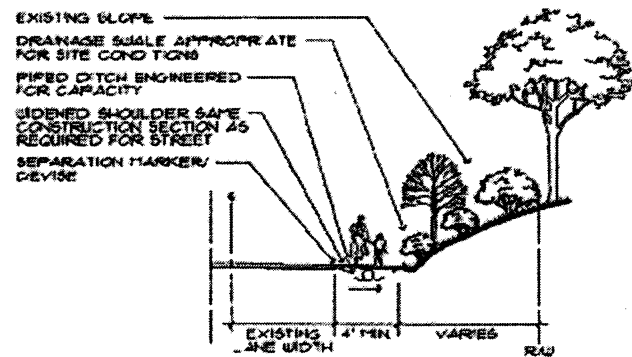
Separated Pathway on Boardwalk



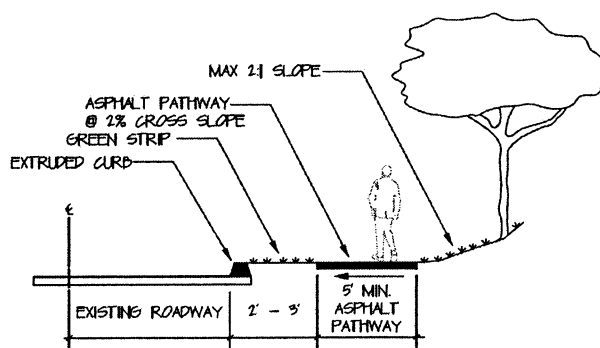
Widened Shoulder with Ditch or Swale



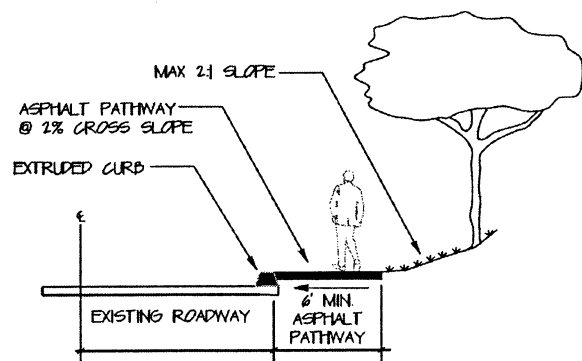
Widened Shoulder



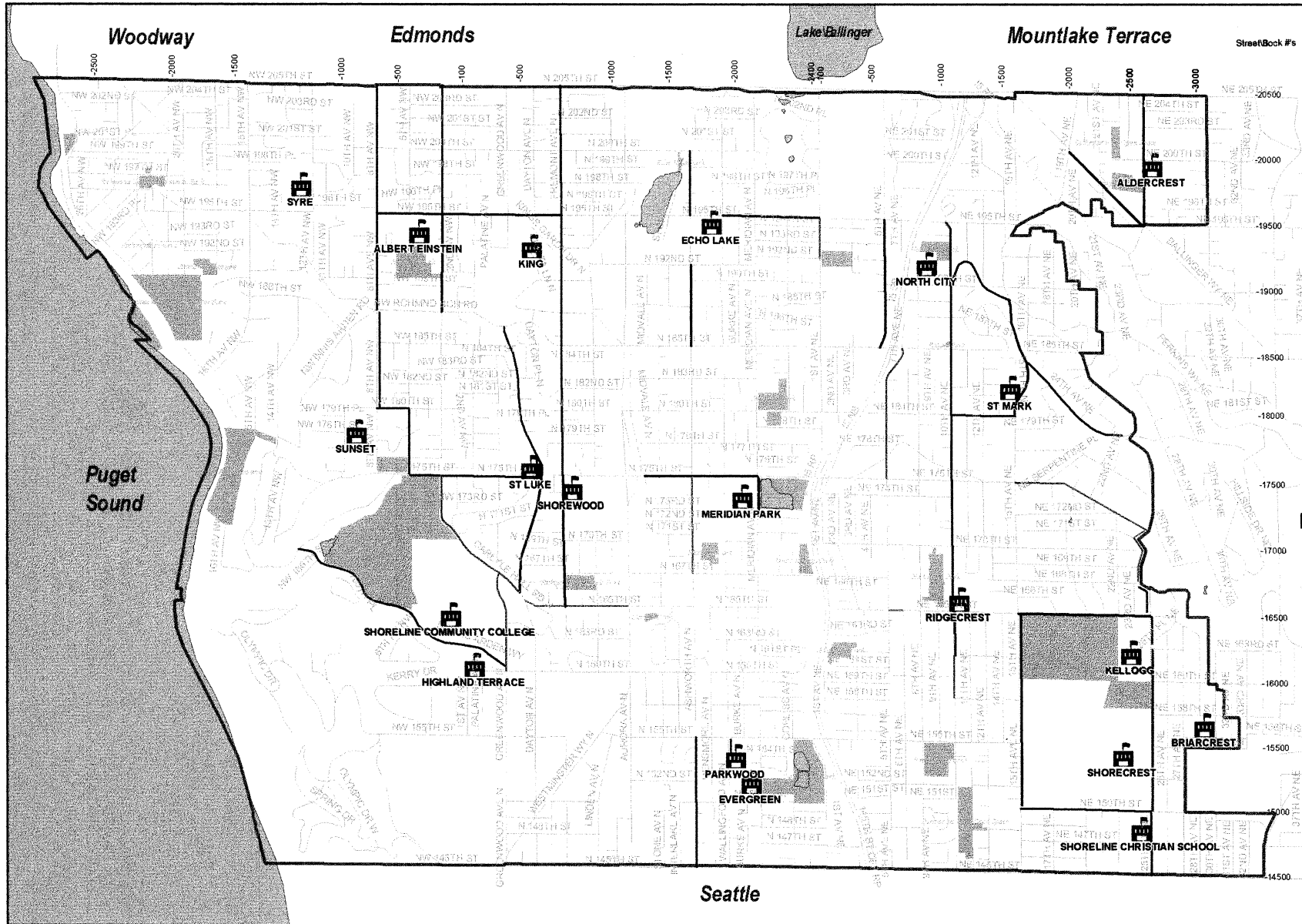
Widened Shoulder with Culvert



Separated Pathway with Extruded Curb
and Green Strip



Extruded Curb with Pathway



SHORELINE
Geographic Information System

Priority Pedestrian Projects

Pedestrian Projects
Transportation Master Plan
April 2004

- Priority 1 Projects
11.5 Road Miles
- Priority 2 Projects
10.2 Road Miles
- Priority 3 Projects
8.7 Road Miles



Schools



0 500 1,000 1,500 2,000 Feet



Plot Date: August 2, 2004
We warrant that any data, including accuracy, fitness, or merchantability, accompany the product.
G. P. W. & S. Engineering, LLC GIS InfoMap
Shoreline Pedestrian Projects

