
Council Meeting Date: January 19, 1999

Agenda Item: 6(a)

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Development Code Review and Revision Process
DEPARTMENT:	Planning and Development Services
PRESENTED BY:	Timothy Stewart, Director Anna Kolousek, Assistant Director

EXECUTIVE / COUNCIL SUMMARY

On November 23, 1998, your Council adopted Shoreline's first Comprehensive Plan. The Growth Management Act (RCW 36.70A.040) requires that the plan be implemented through the adoption of permanent development regulations. In Shoreline, many of those specific, detailed regulations were adopted as interim regulations by adopting King County's development code. Those development regulations, including Title 16 Land Use and Development, Title 17 Subdivisions, Title 18 Zoning, Road Standards and Drainage Requirement, should be adopted as new, permanent regulations, in conformance with the Comprehensive Plan, no later than August, 1999. This is required by the State. Subsequent to the adoption of the new regulations, the City may always amend them, or adopt new regulations, to more fully implement the goals and policies of the Comprehensive Plan. The purpose of this workshop is to outline the general process and timetable for the adoption of permanent land use regulations that implement the policies found in your approved Comprehensive Plan and to propose a process for public participation centered upon a **"Planning Academy"**.

Public participation in the planning process is not only an important value of the City of Shoreline; it is a requirement of the Growth Management Act (RCW 36.70A.140). Public participation may be as extensive as the process undertaken by Shoreline in the development of the Comprehensive Plan, or it may be as simple as having an open house. Staff proposes a "Planning Academy" to provide an opportunity for the staff to learn more about the values and opinions of the community and for the community to learn more about the technical and legal issues involved in a development code. The Academy sessions will occur in two phases. The first phase, to review the Development Code's organization and procedures, will be concluded by May with the adoption of the permanent development regulations to be processed by Planning Commission and City Council in June and July. The second phase, which may run well into the fall of 1999, would go deeper into the more difficult and complex issues that could not be entirely resolved in the spring. These more complex issues would be heard by Planning Commission and City Council by the end of the year. This will allow us to address the

critical issues in our development regulations before August 1999 - the State deadline. The balance will be updated by the close of the year.

Appointment to the Academy would be made by a number of groups including the City Council and the Planning Commission. The City Council would appoint seven members; the Planning Commission would appoint nine members. One member from each neighborhood sitting on Shoreline's Council of Neighborhoods would have a seat on the Academy. After receiving the names from these groups, the City Manager could appoint five members from underrepresented constituency groups to assure a fair and balance equitable balance of business, neighborhood and development interests. Five staff members would also participate. Both the Council and the Planning Commission will be regularly briefed on the progress of the Academy throughout the year. Both Planning Commission and City Council will, of course, conduct formal public hearings before any final action adopting or amending the development code is taken by the City Council. Members of the Academy will be encouraged to convey information to their constituents and to represent the viewpoints of their constituents at meetings of the Academy.

All development codes, by their nature, are complex. In Shoreline, this complexity is compounded by our history with King County. Upon incorporation, the City of Shoreline adopted most of the land use and other development regulations from the County. Many of these laws were adopted by reference, and on an interim basis, without detailed public review or discussion. The County regulations are disjointed, disconnected and confusing. As a result, citizens, developers, staff, and elected and appointed officials are often confused and frustrated by both the rules and the process we now have in place. Many of these rules do not reflect the goals and policies of the newly adopted Shoreline Comprehensive Plan.

To improve Shoreline's development codes and bring the rules and regulations into conformity with our Comprehensive Plan, staff suggests that our various codes and ordinances be consolidated into one document, a unified Development Code. The revision of the development code would occur in two phases:

- **First Phase: Organization, Procedures and Standards.** Our current regulations are disorganized and contain conflicting definitions, confusing application requirements, various notification requirements and vague enforcement procedures. Simply finding the applicable regulation or rule consumes huge amounts of staff time and results in frustration for citizens and developers alike. This phase of the Planning Academy will address the organization, procedures and uncontroversial standards for the revised development code.
- **Second Phase: Additional Development Code Revisions.** The goals and policies of the Shoreline Comprehensive Plan will provide the guidance for the adoption of additional revisions to the development code. These revised standards may include standards that did not achieve consensus in the first

phase of the Academy's work or required more time to fully research and develop.

The Academy will conclude the first phase of its work in May and the second phase in late fall. The Academy will study and discuss the issues but will not vote or take a position on any matter. Individual members of the Academy will be encouraged to continue their involvement in the development code revision process when the formal staff recommendations are presented to the Planning Commission and to your Council. Meetings of the Academy will be open to the public, but will not be public hearings.

A typical session of the Academy would involve a reading assignment before the meeting. The meeting will include a lecture or panel session from experts in the field, followed by a discussion of community values and perspectives. At the end of each session, members will be given a **Session Evaluation Worksheet** seeking ideas about how our development regulations might be better constructed to address the values of the community. Finally a new reading assignment will be given for the next session. The Worksheets will be collected, published as a public record, and establish the proceedings of the Academy.

Taken together, state law, your Comprehensive Plan and citizen feedback during the Academy will be used as directions for staff to revise the development code. Attachment A, Conceptual Planning Academy Study Sessions, outlines the topics to be discussed at each Academy session through both phases. Attachment B, The Evolution of Current Zoning Regulations, provides an historical background leading to today's Development Code. Attachment C, Outline for the Development Code, is the list of topics covered by the Code. These topics are identified in one of the Academy Sessions as outlined is Attachment A.

RECOMMENDATION

Direct staff to move forward with the Shoreline Planning Academy and plan for review and revision of the Shoreline Development Code.

Approved By: City Manager BS City Attorney N/A

ATTACHMENTS

Attachment A – Conceptual Planning Academy Study Sessions
Attachment B – The Evolution of Current Zoning Regulations
Attachment C – Outline for the Development Code

ATTACHMENT A

CONCEPTUAL PLANNING ACADEMY STUDY SESSIONS

First Phase: February through May	Topic:	Discussion Elements:
Session #1	Review of the Growth Management Act (GMA)	• GMA requirements • Timing for development code adoption • What is: ESHB 1724, State Environmental Policy Act (SEPA), Shoreline Management Act (SMA) • Review of existing regulations
Session #2	Development Code: Outline of the Code Structure	• Consolidated format of all regulations in one document - examples • Types of regulations. Numerical standards (such as setbacks, height restrictions, building coverage, impervious surface ratios, lot sizes), performance standards (visual examples, demonstration projects, site design and density averaging), design standards, street standards, landscaping standards, signs, building standards • General code organization and appearance
Session #3	a) Review of the Development Code Administration b) Definitions and Development Standards	• Authorities for decision • Application requirements • Types of permits • Types of hearings (closed and open record) • Vesting • Filing of appeals • Time limits • Noticing • Code definitions and archaic or legal terms used throughout the various existing regulations • Avoiding regulations in definitions! • Cross referencing
Session #4	Community Values: Uncontroversial Standards	• Revisions to existing standards • Outline for second session

CONCEPTUAL PLANNING ACADEMY STUDY SESSIONS (cont.)

Second Phase: June through late fall	Topics:	Discussion Elements:
Session #5	Land Use Districts	General purpose and type of districts: • Residential • Commercial • Industrial • Sensitive areas • Floodplain overlay • Shoreline of state wide significance • Steep slopes
Session #6	Development Standards Applicable to all Land Use Districts	• Structure of dimensional requirements • Floor Area Ratio (FAR) • Amenities requirements
Session #7	a) Special Requirements b) Special Overlay Districts	• What are special requirements for various uses • Setting for special districts • Design standards • Design review • North City Business District • Aurora Business District
Session #8	Public Works Requirements	Examples of various types of standards: • Street Standards • Sidewalks • Parking • Utility Wires • Sewers • Storm Drainage • Erosion control and Grading
Session #9	Building Code	Uniform Building Codes as published by International Conference of Building Officials (ICBO). How building codes relate to all other codes

THE EVOLUTION OF CURRENT SHORELINE DEVELOPMENT REGULATIONS

The core of our present zoning code was developed by King County to implement the new County Comprehensive Plan of November 1994. In keeping with the requirements of the 1990 Growth Management Act, the plan contained goals and policies promoting housing opportunities for all segments of the community by encouraging infill development in designated urban growth areas. The new King County zoning code (Title 21A of the King County Code, effective February 2, 1995) implemented the plan goal of encouraging infill development in a variety of ways. The practice of designating residential zones by minimum lot size was abandoned and residential zones were designated according to the allowed number of dwelling units per acre. This change was complemented by a notable reduction in the allowed minimum lot size – 2,500 square feet - for the single family residential zones (R-4 and R-6) and the use of small front, rear and side yard setbacks – five feet.

It was this zoning code that the City of Shoreline adopted in City Ordinance No. 11 (on June 26, 1995) to govern the development of land on an interim basis, while the City was preparing its own comprehensive plan. The need for amending the King County zoning code became apparent as the City began to receive applications for all the land use permits, that property owners had decided could wait until incorporation became a fact. Acting in response to citizen and Council concerns, that the style of development allowed by the King County Zoning Code was harming the existing character of Shoreline, the City adopted the following revisions to the code;

- Ordinance No. 31, adopted during the incorporation on July 12, 1995. This ordinance amended the zoning code by creating the Aurora Avenue Corridor Overlay. This overlay zone revised the list of allowed and conditional land uses in the district and provided new standards governing the size and appearance of development.
- Ordinance No. 59, Adopted on October 11, 1995, established a 180-day moratorium on new adult entertainment uses and on the expansion or change of existing adult entertainment activities.
- Ordinances No. 78, 117 and 135 provided extensions of the moratoria on new adult entertainment uses and on the expansion or change of existing adult entertainment activities.
- Ordinance No. 79, adopted on March 25, 1996. Adopted in response to the high number of applications for subdivisions that would create the small lots allowed by the Zoning Code, the City adopted a six month moratorium on new applications proposing the creation of lots less than 5,000 square feet in area. This moratorium was subsequently extended to January 23, 1997 by City Ordinance No. 102, to allow sufficient time to complete preparation and review of permanent changes to lot size standards.
- Ordinance No. 96, adopted in June 1996, amended as Ordinance No. 126 in January of 1997 and revised in November of 1998. This ordinance provides rules

and procedures for administration of the permit review processes, conducting hearings and appeals of land use decisions in accordance with House Bill 1724.

- City Ordinance No. 110, adopted on January 13, 1998, ended the moratorium by adopting a 5,000 square foot minimum lot size for the R-4 and R-6 residential zones.
- Ordinances No. 138 and 139, adopted on October 13, 1997, created regulations for Adult Entertainment (Panorama Devices and Cabaret Entertainment)
- Ordinance No. 140 amended as Ordinance No. 150, adopted on January 15, 1998, provided new standards for Adult Entertainment (Land Use Regulations) and repealed the moratorium on adult businesses (Ordinance No. 135).
- Ordinance No. 127, adopted on April 27, 1998, provided new standards governing the location, appearance, review and approval of wireless telecommunication facilities.
- Ordinance No. 128, adopted on June 12, 1997, modified the provisions of the Aurora Avenue Corridor Overlay by allowing some commercial and industrial land uses to be reviewed as conditional uses, rather than not being allowed in the overlay district.
- Ordinance No. 153, adopted on February 23, 1998, substantially modified the form of residential development allowed in the R-4 and R-6 zones by increasing minimum setback requirements, reducing maximum height limits and reducing building and impervious surface coverage maximums.
- Ordinance No. 166, adopted on June 22, 1998, established a 180-day moratorium on acceptance of applications and issuance of land use, building and development permits for adult retail uses. This moratorium was extended 180 days by Ordinance No. 179, adopted on November 23, 1998.
- Ordinance No. 170, adopted on September 28, 1998, imposed a six-month moratorium on the acceptance of applications proposing the subdivision of land into lots smaller than 7,200 square feet in the R-4 and R-6 residential zones.
- Ordinance No. 176, adopted on October 26, 1998 amended subsection 12.180 of the interim zoning code to clarify allowed exceptions to the height limit standards of each zone (cellular phone towers as church steeples).

On November 23, 1998 your Council adopted Shoreline's first Comprehensive Plan. The development regulations of the City of Shoreline, including Title 16 Land Use and Development, Title 17 Subdivisions, Title 18 Zoning, Road Standards and Drainage Requirements, should be adopted as permanent regulations, in conformance with the plan, no later than August, 1999. This is required by the State. Subsequent to adoption of permanent regulations, the City of Shoreline may further amend or adopt development regulations, to more fully implement the goals and policies of the plan.

OUTLINE FOR THE DEVELOPMENT CODE

Code Section

I. GENERAL PROVISIONS

Organization of the Development Code
Title, Purpose and Authority
Nonconforming Uses and Structures
Definitions

II. ADMINISTRATION

Permit Review Procedures for All Development Applications
Application Requirements
Vesting and Expiration of Vested Status
Land Use Hearings
Appeals
Code Amendments
Rezone
Contract Rezone
Deviations
Variances
CUP (Conditional Use Permit)
SUP (Special Use Permit)
Shoreline Substantial Development Permit
SEPA
Platting and Subdivisions
Development Agreement
Binding Site Plan Approval
Temporary Use Permit
Home Occupation Permit
Accessory Dwelling Unit Permit
Sign Permit
Grading/Clearing Permit
Rights-of-Way Use Permit
Building Permits and Certificate of Occupancy
Enforcement

Code Section

III. LAND USE DISTRICTS

Purpose

Establishment of Land Use Districts

Map of Land Use Districts

Description of Land Use Districts

Land Use Tables

IV. GENERAL DEVELOPMENT STANDARDS

Tables of Dimensional Requirements

Minimum Lot Area

Minimum Setbacks

Word Index (based on special requirement, standards, uses, etc.)

Accessory Dwelling Units

Affordable Housing

Animals

Art Work

Automobile Sales

Bed and Breakfasts, Boarding Houses

Child Care

Adult Care

Churches and Clubs

Commuter Parking Facilities

Fences

Group Homes

Helicopters

Home Occupation

Inoperable Motor Vehicles

Tree Preservation and Landscaping

Light and Glare

Mechanical Equipment

Manufactured Homes

Parking and Circulation

Produce and Espresso Stands

Utilities Standards

Public Transportation Shelters

Recreational Vehicles, Watercraft and Trailers

Signs

Satellite Dish Antennae

Veterinary Clinics and Hospitals

Wireless Telecommunication Facilities

Code Section

V. SPECIAL OVERLAY DISTRICTS

Aurora Business Districts
North City Business District
Shoreline Overlay District
Sensitive Areas Overlay Districts
Institutional District

VI. PUBLIC WORKS REQUIREMENTS

Street Standards
Sidewalks
Parking
Utility Wires
Sewers
Storm Drainage standards
Erosion Control
Grading and Clearing

VII. BUILDING CODES

Building Code
Mechanical Code
Fire Code

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of Lead Status and Grant Application for Funding Regarding the Interurban Trail Project
DEPARTMENT:	Planning and Development Services
PRESENTED BY:	Kirk McKinley, Transportation Manager 

EXECUTIVE / COUNCIL SUMMARY

The purpose of this staff report is two-fold: first, to advise you that the City has applied for a Transportation Enhancement Grant for the Interurban Trail project; and second, to request that your Council provide direction to staff to pursue lead agency status for the project. The value of the grant funds we have applied for is \$5.2 million. This grant would provide funding to construct the trail, install signals and crossing safety improvements, provide lighting and landscaping and install historic and interpretive signing. This proposed grant project is consistent with the City Council's approved Capital Improvement Program Interurban project, which is identified as a \$5.1 million project in the six-year plan. The Interurban Trail was also included in both the Pedestrian and Bicycle System maps in your recently adopted Comprehensive Plan. The application is for federal funds (Transportation Enhancement Act-21) that are distributed by the State based upon the recommendations of regional councils, such as the Puget Sound Regional Council.

The matching fund component of the City's application identifies several sources for a total of \$6.9 million in matching funds: \$6 million in the estimated value of the Seattle City Light (SCL) right-of-way; \$195,000 of City contributions from the Roads Fund (the 1999 CIP budgeted \$508,000); and \$140,000 of King County Park and Open Space Bond funds. As you can see, the majority of our matching amount is provided through our Franchise Agreement with SCL, which has been informed of the grant application. The match also assumes some private sector contributions (via construction of sections) from potential near-term development projects. In addition, staff is working with the County to transfer the previously funded design money to Shoreline. This includes federal and King County matching funds.

The statewide allocation for this round of Enhancement funding is \$21 million. The funds have been distributed regionally throughout the state. For the entire Puget Sound region, a total of \$8.8 million is available this year for local projects, and another \$5 million is set aside for statewide competition. It is for these funds that our project is competing. As you can see, we are applying for 65 percent of the available funds for local projects this year specifically allocated to Puget Sound. In this sense this is an ambitious application, considering the total amount of funding available, and the project

is designed so that partial funding would be feasible, if the granting agencies decide not to fund the entire \$5.2 million project.

The application has been submitted to the Puget Sound Regional Council (PSRC), which will review all Transportation Enhancement projects at several stages and then send a list of recommended project to its Transportation Policy Board in mid-February. Following that action, PSRC's Executive Board will schedule approval of project applications in late February. The applications are then submitted to the State Transportation Improvement Board (TIB), currently scheduled for a decision by March 26. The Legislature and the Governor make the final decision regarding recommended projects for Enhancement grant funding probably in April. Should all or part of our proposal be funded, the monies would be available in early 2000.

Staff is developing strategies for supporting our application at each stage of the process in order to ensure that it receives the most positive possible review at both the regional and State levels.

The Interurban project is identified as a regional facility in the Interlocal Agreement between the City and King County for the transfer of park properties to Shoreline. Due to the fact that this project has a potentially significant impact on the future development of the Aurora Corridor and the success of strategies for economic development along this corridor, there are strong arguments to be made supporting the City assuming lead role for this project. For the City to take a formal lead role in this project, the agreement with King County would need to be modified. This project has been identified as a key element of the City's long-term planning and has received strong public support. King County Councilmember Maggi Fimia has been informed of the City's application and has expressed support for the project. Staff was scheduled to meet with County officials to discuss the potential issues regarding City lead status on January 15, 1999, after this staff report was to be published. Staff will provide Council with an oral report on January 19 regarding the results of that meeting.

RECOMMENDATION

Staff requests that Council express its support for the grant application and direct staff to pursue lead agency status for this project in consultation with King County.

Approved By: City Manager LB City Attorney N/A

ATTACHMENTS

A: Transportation Enhancement Application for the Interurban Trail

Interurban Trail Enhancement Application Summary Page
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TITLE: CITY OF SHORELINE INTERURBAN TRAIL CONSTRUCTION

APPLICANT: CITY OF SHORELINE

PROJECT DESCRIPTION:

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- Construction of Pedestrian/Bicycle Trail on Historic Interurban rail corridor
 - Installation of signals and safe crossings of arterials for trail users
 - Install historic interpretive signing

NEED:

-
- Reduce single occupant vehicle travel
 - Improve connections to multi-modal transit terminal for Metro and Community Transit, neighborhoods, commercial and office, and regional trail system
 - Improve air quality
 - Encourage alternative modes
 - Communicate historical significance of former Interurban Railway

REGIONAL/LOCAL SUPPORT:

-
- King County
 - Seattle City Light
 - City of Seattle
 - Snohomish County, Edmonds
 - Bicycle enthusiasts
 - Community Transit, Metro King County Transit
 - Commercial businesses located along the proposed trail

COST:

STP Enhancement	\$ 5,246,198	43%
Local Match	\$ 6,859,718	57%
	\$12,105,916	100%

**FFY 98/99
TRANSPORTATION ENHANCEMENT
APPLICATION**

MPO/RTPO Puget Sound Regional Council

Regional Priority _____

Previously Submitted in 19 _____

1. **Project Title** Interurban Trail Construction: Shoreline
2. **Lead Agency** City of Shoreline
3. **Contact Person** Kirk McKinley Transportation Manager
(Name) (Title)
4. **Phone:** 206-546-3901
- Address:** 17544 Midvale Avenue North
Shoreline Washington 98133-4921
(City) (State) (Zip Code)
5. **Non-Certification Acceptance (CA) Agency (Identify CA Agency expected to provide assistance):**

6. **Type of Enhancement Project: (Italicized type indicates new activities under TEA-21)**

- ☒ Provision of Facilities for Bicycles
- ☒ Provision of Sidewalks/Facilities for Pedestrians
- ☐ Acquisition of Scenic Easements and Scenic or Historic Sites
- ☐ Scenic or Historic Highway Programs (*Including Tourist and Welcome Center Facilities*)
- ☒ Landscaping and other Scenic Beautification
- ☒ Historic Preservation
- ☒ Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities
- ☐ Preservation of Abandoned Railway Corridors
- ☐ Control and Removal of Outdoor Advertising
- ☐ Archaeological Planning and Research
- ☐ Mitigation of Water Pollution due to Highway Runoff or *reduce Vehicle-Caused wild-life mortality while maintaining habitat connectivity*
- ☐ *Provision of Safety and Educational Activities for Pedestrians and Bicyclists*
- ☐ *Establishment of Transportation Museums*

7. **Total Project Description: (attach detailed 8 1/2" x 11" vicinity map) Explain the nature of the entire project. Indicate the major work involved, a brief comparison of existing and proposed conditions, and type of use etc.)**

The Interurban Trail is a multi-jurisdictional non-motorized transportation project of statewide significance. The historic Interurban rail right-of-way (ROW), now primarily owned by various electricity providers, extends from Tacoma to Everett. The Interurban Trail will preserve the historic rail corridor. Development of the trail will preclude the introduction of conflicting lease-related land uses, which would eliminate the linear value of the property for transportation. The Interurban Trail Projects will reduce vehicular trips and vehicle miles traveled along adjacent arterials reducing the cost of maintenance and extending the life expectancy of the pavement. The intent of the Interurban Trail is to make non-motorized transportation a more convenient and safe option for persons living and working in the Puget Sound. The Interurban Trail offers a non-motorized corridor designed specifically for the safety and convenience of the non-motorized commuter. The completion of the Interurban Trail will also greatly increase connectivity between the Metro and Community Transit buses, all with bicycle racks; Park and Ride facilities; Ferry Terminals; and existing and proposed local non-motorized trail networks.

- **Project-wide Interurban Trail enhancements include:** Securing right-of-way; construction of hard surface trail and parallel soft surface trail; constructing and installing safety enhancements such as pedestrian bridges, signals, and crosswalks; and installing bollards and trail commuter amenities such as benches, lighting, landscaping, signage, and historical Interurban Rail interpretive displays.

Continued #7

- **Present status of the Interurban Trail:** The development of the modern day Interurban Trail began in the 1980's. Enhancements have been made to portions of the Interurban Trail in Pacific, Algona, Auburn, Kent, Tukwila, Seattle, King County, Lynnwood, Edmonds, Mountlake Terrace, and Snohomish County. The ultimate goal is to create a contiguous Interurban Trail network from Pierce County to the City of Everett that is consistently designed and maintained as a regional trail. Enhancements are still needed in various locations such as the City of Shoreline to complete this non-motorized transportation corridor.

8. Transportation Enhancement Project Description: Explain those activities of the total project that will be completed using Transportation Enhancement funds.

The Shoreline segment of the Interurban Trail is three miles long to function as a vital regional transportation link between already enhanced portions of the Pierce, King, and Snohomish counties Interurban Trail links. Shoreline's proposed Interurban Trail begins at the Seattle/Shoreline boundary on North 145th Street, and continues north to the Snohomish County line. The majority of the proposed non-motorized enhancements will occur on the historic Interurban Rail Corridor now owned by Seattle City Light and procured for the use of the proposed trail via an Interlocal Franchise Agreement. This will return historic right of way to its non-auto transportation function. The Shoreline component will provide trail facilities where none currently exist.

The Enhancement funds will be used to:

- Construct 12 -15 feet wide hard surface trail
- Construct and install safe crossings of arterial streets
- Construct 4 - 6 feet wide soft-surface trail
- Construct and install bollards and trail commuter amenities such as benches, lighting, landscaping, signage, and historical interpretive displays on the history of the old Interurban Street rail system.

** The project will be consistent with regional standards for this corridor including trail design and interpretive historic themes.*

Note: Based on the knowledge that the development of consistent and contiguous trails will provide the greatest degree of non-motorized transportation for trail commuters, the City of Shoreline is applying for funds to complete all proposed enhancements. We are aware that our request for TEA funds represents a large portion of the total funds available. In an effort to be sensitive to possible funding constraints we would like to propose a section of trail that could be viewed as a discretionary enhancement should it be necessary to reduce the scope of our request.

- 1) **The non-motorized crossing of Aurora at its intersection with 155th Street:** Although this is an important safety enhancement that would greatly increase the continuity of the proposed trail, the cost of constructing this grade separated enhancement is an estimated \$1,296,643 or 20% of the estimated project cost.

9. Preliminary Engineering/Design:

Estimated Start Date: March 1999

Estimated End Date: August 1999

Phase status (Work already completed, In progress, Awaiting funding, etc. and factors that may slow phase progress.

Work Completed

- **September, 1989:** The Shoreline Interurban Trail Feasibility Study completed and presented by Jones and Jones, Architects and Landscaping, and Alpha Engineers
- **October, 1991:** The Shoreline Interurban Trail Schematic Design Phase concluded by Jones and Jones, Architects and Landscaping, and Alpha Engineers
- **April, 1992:** The Shoreline Interurban Trail Final Design Report completed by Jones and Jones, Architects and Landscaping, and Alpha Engineers
- **Spring, 1995:** King County granted CMAQ and STP funding for Design of the Interurban corridor
- **November, 1998:** King County and the City of Shoreline staff negotiated the future transfer of CMAQ and STP funds to the City of Shoreline for the purpose of designing Shoreline's segment of the Interurban Trail

Continued #9

Work In Progress

- **January, 1999:** King County will initiate transfer process of \$389,000 in CMAQ and STP funds to the City of Shoreline to begin the design of Shoreline's segment of the Interurban Trail requiring the approval of the PSRC.
- **February, 1999:** Prepare RFQ/RFP for the Design and Preliminary Engineering of the City of Shoreline segment of the Interurban Trail. Select design consultant.
- **March, 1999:** Consultant to begin the Design and Preliminary Engineering of the City of Shoreline segment of the Interurban Trail.
- **August, 1999:** Design and Preliminary Engineering of the City of Shoreline segment of the Interurban Trail completed.

• *There are no anticipated delays in the above phases of progress. The City of Shoreline is eager and has the capacity to implement the design and construction of its segment of the Interurban Trail.*

10. **Right of Way:** Required Yes _____ No X*

Estimated Start Date: _____ Estimated End Date: _____

Phase status (Work already completed, In progress, Awaiting funding, etc. and factors that may slow phase progress.

Work Completed

- **December, 1998:** Seattle City Light (SCL) and the City of Shoreline signed a franchise agreement which establishes approval for the construction of trails and related amenities on the ROW with prior SCL's approval of ROW enhancement designs in return for the City of Shoreline allowing SCL to keep 50% of the utility taxes collected from Shoreline utility customers. This represents 1.9 miles of the ROW needed to construct the trail. The value of this ROW is an estimated \$6.0 million. (Note: Past difficulties with procurement of the Seattle City Light ROW have slowed progress on the implementation of both design and construction of the Shoreline segment of the Interurban Trail. Now with the Franchise Agreement in place, the City of Shoreline is eager to complete its segment of the Interurban Trail.)
- **December, 1998:** Haggen, Inc. gave a written confirmation that they will construct their section of the trail including a traffic signal. (Note: Haggen, Inc. has a 50-year lease from SCL on this property).
- **December, 1998:** The owner of Gateway Plaza confirmed the construction of his section of the trail when the site is redeveloped.

* Approximately 99% of the ROW needed to construct the proposed trail has been secured in accordance with the pre-design studies. However, additional ROW may need to be acquired when the designs are finalized and additional citizen input incorporated. We have \$140,000 in the proposed project budget to address these potential ROW needs.

11. **Construction / Implementation:**

Estimated Start Date: September 1999

Estimated End Date: July 2000

The City of Shoreline must await funding to construct most of its segment of the Interurban Trail.

12. Describe the source of matching and other funds and whether they have been approved for use on this project or the status of your efforts to obtain the proposed matching or other funds. (Matching funds must be available at the time of funds obligation).

Source of Funds	Matching Funds	Other Funds	Status of Funding
City of Shoreline/ Roads Fund	\$195,000		Approved for 1999 in CIP
Seattle City Light/estimated value of ROW***	\$6,000,000		SCL Franchise Agreement Section 12.0; Approved by Transaid
King County/Park and Open Space Bond for ROW acquisition	\$140,000		Approved by King County Parks Department
King County/CMAQ funds for Project Design (Federal)		\$359,000	Approved by King County Parks Department
King County/STP funds for Project Design (Federal)		\$ 30,000	Approved by King County Parks Department
King County/ Parks funds for Project Design	\$ 80,000		Pending approval by King County Parks Department
Haggen, Inc./project construction**	\$405,783		Committed by Haggen, Inc. via Attorney Brent Carson
Gateway Plaza owner/ project construction**	\$118,935		Committed by Harley O'Neil (property owner)
TOTAL:	\$6,939,718	\$389,000	

* All matching funds noted above will be available at the time of funds obligation.

**These committed amounts are subject to change based on the final cost of construction.

***Transaid agreed that the Franchise Agreement in which the City of Shoreline allows Seattle City Light to keep 50% of the Utility taxes collected from Shoreline utility customers in exchange for the use of the ROW could be used as project match. This calculates to an estimated \$500,000 a year for a 15 year period or \$7,500,000 or the estimated market value of \$6.0 million. We have chosen to include the estimated market value of the ROW as part of our match.

13. Budget Summary (Minimum 13.5% Match Required Note: Starting with 1997 all activities have a minimum 13.5% match.)

FUND SOURCE	PE PHASE	RW PHASE	CN PHASE	TOTAL PROJECT
Enhancement	\$ _____	\$ _____	\$ <u>5,246,198</u>	\$ <u>5,635,198</u>
Other Federal	\$ <u>389,000</u>	\$ _____	\$ _____	\$ _____
*State	\$ _____	\$ _____	\$ _____	\$ _____
*Local Agency	\$ <u>80,000</u>	\$ <u>6,140,000</u>	\$ <u>115,000</u>	\$ <u>6,335,000</u>
**Private	\$ _____	\$ _____	\$ <u>524,718</u>	\$ <u>524,718</u>
**Other	\$ _____	\$ _____	\$ _____	\$ _____
Total	\$ <u>469,000</u>	\$ <u>6,140,000</u>	\$ <u>5,885,916</u>	\$ <u>12,494,916</u>

* Eligible Match

** Can be eligible match under selected conditions (Clarify through RTPD before submitting Application)

14. Describe the extent to which the project has been reviewed and approved by the Local Jurisdictions and the State. (identify public meetings, environmental review, legislative actions, supporting organizations, inclusion in the adopted plan, etc.)

The Shoreline section of the Interurban Trail has had extensive public involvement for many years. It was included in the 1980 Shoreline Community Plan as a major non-motorized trail project. King County conducted a public involvement process during the Schematic Design Phase that included three public meetings in the spring of 1991, and a community-wide meeting in October, 1991. Special outreach included the Cascade Bicycle Club and the Shoreline Chamber of Commerce. Most recently, the City of Shoreline consistently received strong support for this transportation project during nearly 200 public meetings held between 1995-1998 to develop the City's first Comprehensive Plan.

The Shoreline portion of the Interurban Trail corridor is explicitly identified in Vision 2020 and the 1995 Metropolitan Transportation Plan, the King County Non-Motorized Plan (May, 1993), the City of Shoreline Comprehensive Plan (November, 1998), the Draft Snohomish County Non-Motorized Trail Plan, and the City of Edmonds Transportation Plan (June, 1995). The proposed project is consistent with the following Vision 2020 and the 1995 Metropolitan Transportation Plan: Chapter 3 – Regional Planning and Policy Framework RG-1; RC-2; RF-3; RO-6; RT-8, 8.1, 8.2, 8.3, 8.4, 8.10, 8.14, 8.17, 8.18, 8.19, 8.21, 8.22, 8.32, 8.33, 8.36, and 8.37. The proposed project is also identified in the State of Washington Trails Plan (June, 1991).

15. Describe how or why the project relates to the transportation system. (Projects must be primarily for transportation purposes rather than recreational purposes. Projects lacking a functional, proximity or impact linkage to a transportation facility are not eligible.)

The Interurban Regional Trail runs through an area of significant residential population, currently about 6,500 people per sq. mile. Highway 99, which lies about one-quarter mile east of the trail corridor, attains Level of service F & E during peak periods at several intersections directly parallel to the proposed trail segment. Highway 99 carries about 40,000 trips per day (which represents only a fraction of motor vehicle trips within the Interurban Trail "travel shed").

Given the frequency of north/south commute trips through this corridor the Interurban Trail could easily double current levels of bicycle commuting in the area to those approaching levels in the communities adjacent to the Burke-Gilman Trail. The Interurban Regional Trail could siphon off bicycle, pedestrian, and wheelchair trips on Highway 99, which currently mix with high speed cars, buses, and trucks on a street without access control, curbs, gutters, or sidewalks.

Highway 99 also serves as the major North-South bus corridor in King and Snohomish counties. The northern end of the Shoreline Interurban Trail terminates at the Aurora Village Transit Station where Community and Metro Transit routes terminate. The proposed trail enhancement also connects to Shoreline's Park and Ride facilities. The implementation of the proposed project will connect multi-modal commuters directly to local and regional public transportation. Completing this section of the Interurban Trail will also create a seamless multi-modal route to the Burke-Gilman Trail in Seattle. (Please refer to attached map to see "visual links" to project area transportation facilities/resources).

16. Describe why this project is an enhancement project and not part of another transportation project. (Note: Environmental enhancement must be more than what is normally provided, that is they must be actions which are not found as mitigation measures in an Environmental Impact Statement (EIS) or Mitigated Declaration of Non Significance (MDNS).

A major reason for the recent incorporation of Shoreline was to create a governmental entity that could be more responsive to the needs of an increasingly urban area. Over the past thirty years, Shoreline has clearly become an urban area. Due to the years of being an unincorporated urban area, crucial maintenance and upgrades to Shoreline's infrastructure were not regularly addressed.

Since incorporation in 1995, the City of Shoreline has been working feverishly to identify and address critical capital improvements. The City recently adopted its Local Comprehensive Plan and its 6-year

Continued #16

Capital Improvements Plan. Although, non-motorized transportation is an extremely important component of the City's and region's overall transportation plan, it is for now, definitively a transportation enhancement project. In addition, the Interurban rail historic interpretive component of the project is yet another step beyond general local transportation improvements. The City is very anxious and excited about completing its portion of this regional transportation corridor, but at this time would not be able to construct the Interurban Trail without the assistance of TEA-21 Enhancement funding.

17. Are there any circumstances that could delay this project and/or are there any critical times associated with this application? (e.g., right of way acquisition, environmental documentation, other funds needed to match other applications, etc.)

- There are no known circumstances that could delay this project.
- An Environmental Impact Statement will not be required for the implementation of this project. An Environmental Assessment checklist is the only anticipated environmental documentation needed to proceed with construction. The project was included in the environmental review (EIS) for the Shoreline Comprehensive Plan.

Critical Timing: After years of King County efforts to negotiate an agreement with Seattle City Light for the use of its ROW for the purpose of designing and constructing the proposed portion of the Interurban Trail, in December 1998, the City of Shoreline signed a Franchise Agreement with Seattle City Light conveying the use of this ROW. Although we have in the agreement use of the ROW, Seattle City Light can lease the ROW if the City of Shoreline is not using it for the trail or similar uses. Therefore, it is critical that we act expediently to implement the desired enhancements in order to keep the Interurban Trail intact.

Haggen, Inc. Development will be constructing their portion of the Interurban Trail and installing the signal in mid 1999. These major site enhancements certainly improve the proposed Interurban Trail, but would only provide an isolated piece of the transportation corridor necessary to create an inter-connective transportation network.

The City of Shoreline is presently working with a citizen committee and consultants to develop the plans for the redevelopment of the Shoreline's Aurora Corridor. The implementation of the Interurban Trail project is closely related to this initiative and logically should be implemented in conjunction with this effort.

18. Statewide Significance - Explain how this project benefits tourism, improves safety, enhances connections to regional or statewide systems? Is this project recognized as a scenic highway or is it on the state or national historic register?

The Shoreline Interurban Trail is a critical link in a regional trail corridor that extends from the Burke-Gilman Trail in Seattle north through King and Snohomish counties to the City of Everett. The trail is cited in local, County, Regional and State transportation and trail plans. It connects numerous transportation services with residential, commercial, industrial, and tourist land uses in one of the State's most heavily populated areas. The Shoreline gap is currently not well served by the region's network of non-motorized transportation facilities.

Approval of Lead Agency

This project has the concurrence of the agency, is consistent with the agency comprehensive plan, and this agency will provide ongoing maintenance and operations of the proposed project.

LEAD AGENCY City of Shoreline

DATE: 1-4-99

BY:

(Executive)



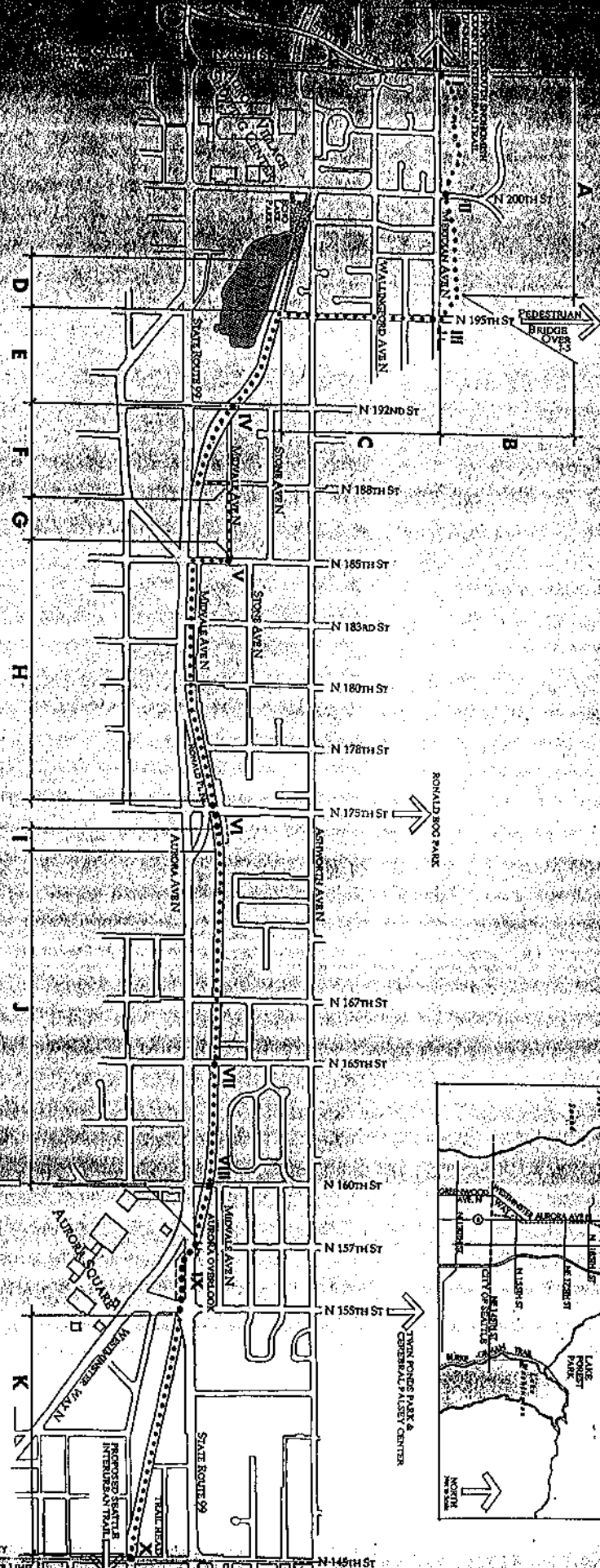
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NO. 1 KING COUNTY
NATURAL RESOURCES &
PLANS DIVISION

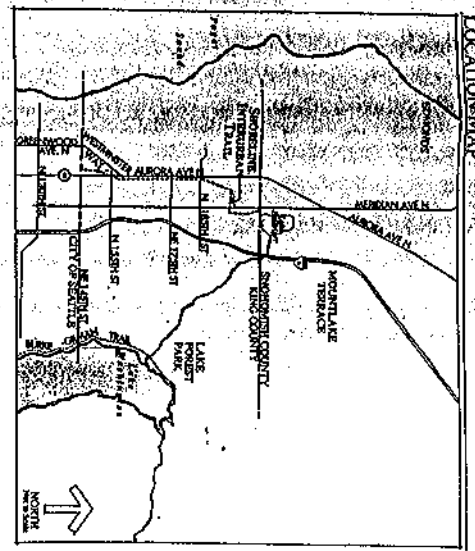


JONES & JONES
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Fax: (206) 461-1235

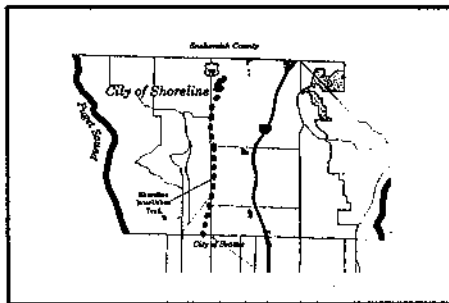
SHORELINE INTERURBAN TRAIL
KEY PLAN



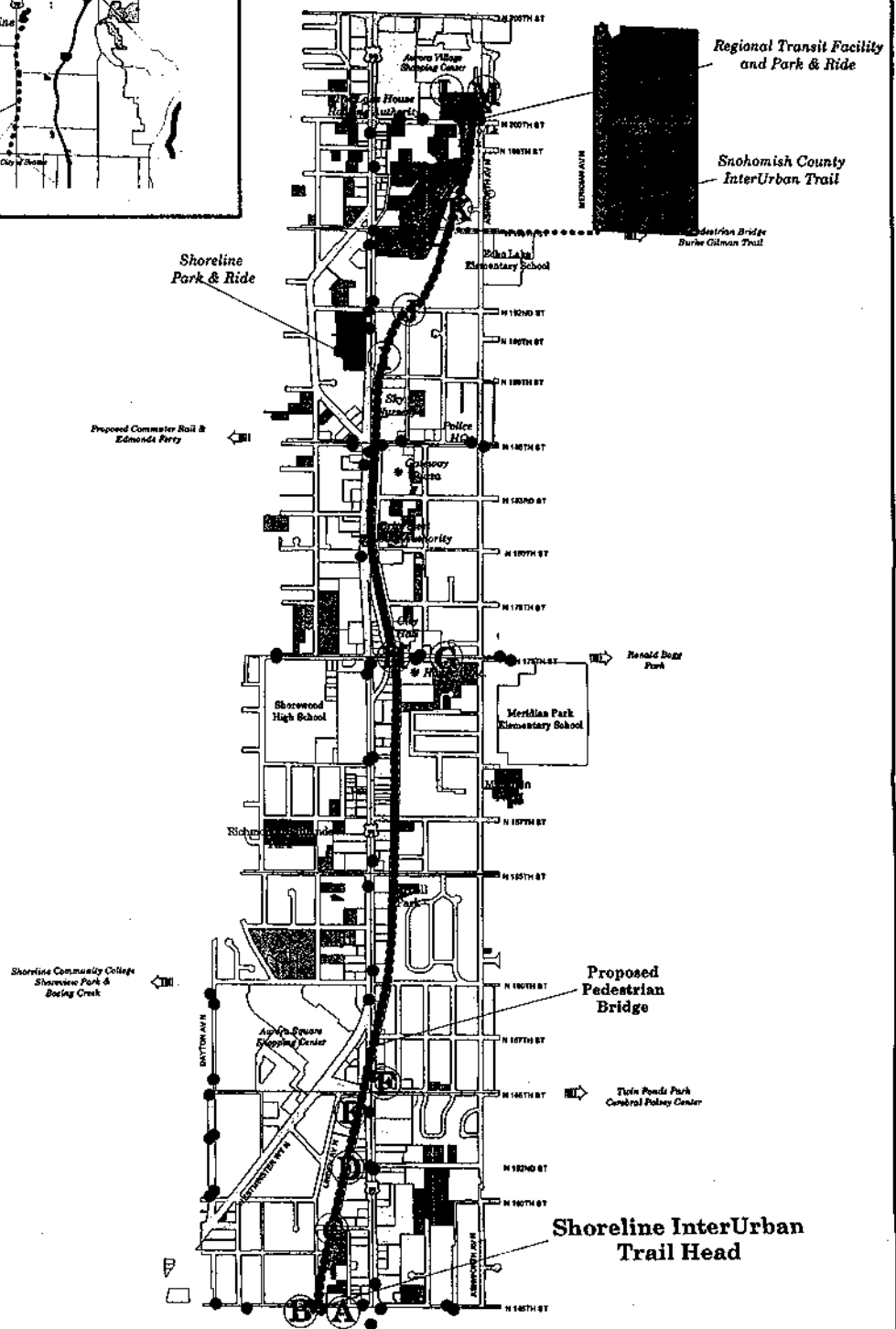
- LEGEND**
- PEDESTRIAN/BIKE TRAIL
 - PEDESTRIAN ONLY TRAIL
 - INTERSECTION IMPROVEMENTS
 - A, B, C TRAIL SEGMENT
 - I, II, III INTERSECTION



KING COUNTY
SEATTLE CORPORATE LIMIT



Location Map



INTERURBAN TRAIL SHED

Significant Transportation and Land Uses

City of Shoreline GIS Center
Shoreline, WA 98148
City of Shoreline, 1998-2000
No warranty is made, including accuracy,
since the user is responsible for the
quality of the data.

November 11, 1998

**Proposed InterUrban Trail
Transportation Facilities**
 ■ Park & Ride
 ■ Regional Transit Facility
 ● Bus Stop

Snohomish City InterUrban Trail
 ■ Private Partner
 ■ Public Park
 ■ Public School
 ■ Commercial Property
 ■ Multifamily Residence

Photo Journal Key

1 inch = 0.25 Miles
 0 0.125 0.25 0.375 0.5 Miles