



# **CITY COUNCIL**

**WORKSHOP MEETING  
APRIL 17, 2000**

# AGENDA

## SHORELINE CITY COUNCIL WORKSHOP

Monday, April 17, 2000  
6:30 p.m.

Shoreline Conference Center  
Mt. Rainier Room

A Workshop is an informal meeting for the purpose of reviewing upcoming agenda items, current and future programs, or projects or other information the City Manager or Council feels is appropriate. There are many opportunities for the public to address the Council. If you wish to speak on a subject that is not on the agenda, you can comment up to two minutes at the beginning of the meeting (#5). This portion of the meeting will be limited to twenty minutes. A maximum of three persons will be permitted to speak to each side of any one topic. You can also speak for up to five minutes near the end of the meeting (#7) with no other limitations. The public will also be invited to comment on workshop items after the staff report. At all times, speakers are asked to come to the front of the room and state clearly your name and address. Your comments will be recorded.

- |   | Approximate Length<br>of Agenda Item | Page<br>No. |
|---|--------------------------------------|-------------|
| 1. CALL TO ORDER                            |                                      |             |
| 2. FLAG SALUTE / ROLL CALL                  |                                      |             |
| 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 any subject which is not of a quasi-judicial nature or specifically scheduled for today's agenda (see items below).

- |   |         |           |
|---|---------|-----------|
| 6. WORKSHOP ITEMS   |         |           |
| (a) North City Sub-Area Plan                                | 30 min. | <u>1</u>  |
| (b) Status Update Report for the<br>Aurora Corridor Project | 40 min. | <u>7</u>  |
| (c) Curb Ramp and Sidewalk Repair Update                    | 15 min. | <u>10</u> |

7. CONTINUED PUBLIC COMMENT

Public comment is limited to five minutes per person.

8. 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](http://www.cityofshoreline.com).**

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

<b>AGENDA TITLE:</b>	North City Sub-Area Plan
<b>DEPARTMENT:</b>	Planning and Development Services
<b>PRESENTED BY:</b>	Timothy Stewart, Director <i>A.K. for T.S.</i> Anna Kolousek, Assistant Director <i>A.K.</i>

**EXECUTIVE / COUNCIL SUMMARY**

The City Council's 1999/2000 goal #7 is the preparation of the North City sub-area plan. In 1997 your Council approved a pilot project that resulted in a report for North City Business District revitalization. Subsequently, in 1998 your Council directed staff to work with the North City Business Association and develop guidelines for physical improvements of the business district. These guidelines ("North City Business District Guidelines for Future Development") were presented to your Council in February 1999. After the review of these guidelines, your Council established the goal for the 1999/2000 work program, the preparation of the North City sub-area plan. Staff recommends the following objectives and milestones for implementation of this goal:

1. **Selection of key participants** from core groups of stakeholders: area residents-at-large, landowners, present/potential tenants, and developers/builders/brokers (May 2000).
2. **Analysis of critical issues** facing the sub-area, including photo inventory (May 2000).
3. **Five day design workshop** (charrette) to bring the key participants together with design professionals, financiers, and staff to create the Sub-area Plan, specific standards for the Development Code, and specific demonstration projects with market and feasibility analysis (June 2000).
4. Preparation and adoption of the **Sub-area Plan** (element of the Comprehensive Plan) and the **Special Overlay District** of the Development Code (July through December 2000).
5. Coordination and refining of the **Capital Improvement Program** (CIP) design phase as part of the implementation. (July through December 2000).

The North City sub-area plan and the code standards will be the City's first effort to prepare a sub-area plan concurrently with the development code standards for a special overlay district. This program will address the economic development opportunities together with the land use patterns, urban design, street and other necessary standards for the implementation. Both the sub-area plan and the code (special overlay district) will be illustrated documents allowing people to visualize the changes proposed and somewhat reduce the ambiguous effects of new regulations. The demonstration

projects will allow testing of new standards on specific sites with examples of what is possible today, from an economic, market, technical, and environmental standpoint.

The purpose of this workshop is:

1. To review with your Council the above-mentioned objectives and milestones; and
2. To receive concurrence to proceed with the proposed program.

### RECOMMENDATION

Staff recommends that your Council concur with the proposed objectives and timelines for the North City sub-area plan/code preparation.

Approved By:      City Manager LB      City Attorney N/A

## BACKGROUND/ ANALYSIS

### BACKGROUND:

In July 1997 your Council approved a pilot project, which set the stage for the economic revitalization of the North City Business District. Based on the analysis of the business and property owner survey, a review of available data, several one-on-one interviews, and an economic workshop, our consultant, Ken Saunderson (KRS), prepared a report outlining recommendations for the district's revitalization, *Setting the Stage for Economic Revitalization*. According to this study the top priority for the participants was "to create an environment for success by creating a physical improvement plan" for the business district.

In April 1998, as part of the 1998 Council's goal to implement an economic development effort, your Council directed staff to collaborate with the North City Business Association (NCBA) and to produce guidelines for physical improvements in line with the KRS recommendations. Two workshops were conducted in October 1998 for interested citizens, business and land owners to articulate short and long term projects for improvements along 15<sup>th</sup> Avenue NE.

Based on these comments, the consultant and staff prepared the *North City Business District Guidelines for Future Development* presented to your Council in February 1999. The implementation of the projects outlined in the Guidelines was divided into basic groups addressing the City initiated programs, guidelines for community-based efforts, and guidelines for redevelopment of properties.

After the review of the "Guidelines", your Council further supported the City initiated programs by establishing the goal for the 1999/2000 work plan: Develop a Sub-area Plan for North City. The Council also approved in the 2000-2005 Capital Improvement Program (CIP), a project for the North City District improvements. -The first phase of this improvement project provides \$400,000 for design and construction. Of this amount, \$110,000 is budgeted in the 2000 CIP for design. The six-year CIP also includes a City contribution of up to \$600,000 for a possible second-phase project, the costs of which would be shared on a 50/50 basis with adjacent property owners if they decide to move forward with this phase. (One potential implementation method for this second-phase project in the CIP would be to establish a Local Improvement District, which would require a majority of property owner support.)

The Public Works and Planning and Development Services departments propose to coordinate the sub-area planning and design in a program outlined below.

### CONTEXT:

Geographically and commercially the core of the sub-area is 15<sup>th</sup> Avenue NE. The edges are formed by I-5 (west), city limits (east), NE 165<sup>th</sup> Street and Hamlin Park (south), and the NE 195<sup>th</sup> (north). (Please see Attachment A).

North City is a suburban area developed in the "50s and 60's. The area contains mostly single-family detached housing bisected by 15<sup>th</sup> Avenue NE, a traffic-laden commercial strip (classified as principal arterial). The buildings are mostly one to two stories high and their footprints typically cover only a small portion of their sites. A major portion of each commercial site is reserved for parking and auto access, yet, the area has very strong values in its openness and green space. Surface parking lots present the opportunity to insert new uses, densities, and/or mix of activities that will contribute to a viable neighborhood.

NORTH CITY SUB-AREA PLAN OBJECTIVES AND TIMELINES:

1. **Selection of key participants from the four following core groups of stakeholders: (a) area residents-at-large, (b) landowners, (c) present/potential tenants, and (d) developers/builders/brokers (May 2000).**

*During the month of May, the staff will actively seek from the core groups of stakeholders the key individuals who will participate in the design charrette. We will also contact professional urban designers and economists to get them acquainted with the critical issues and challenges to be tackled in the charrette proposed for June 2000.*

1. **Analysis of critical issues facing the sub-area, including photo inventory (May 2000).**

*Concurrently with the selection of key participants, staff will prepare analysis of the land use policies and regulations applicable to the sub-area, a photo-survey of existing development prototypes, and select sites with potential for redevelopment.*

2. **Five day design workshop (charrette) to bring the key participants together with design professionals, financiers, and staff to create the draft sub-area plan, draft standards for the Development Code (special overlay district), and specific demonstration projects with market and feasibility analysis (June 2000).**

*The design charrette is an accelerated collaborative process that assembles key participants to forge a consensus-based plan for the sub-area. The potential for new development and redevelopment of North City will be based on the vision (based on the general goals and policies of the Comprehensive Plan), the existing road network, environmental conditions, a balance of residential and non-residential uses, transit, and on the proper hierarchy of places that support shopping, work, schools, recreation, and other activities.*

*The product of the workshop will include concepts for four components:*

- *North City Sub-area Plan (amendment to the Comprehensive Plan)*
- *North City Special Overlay District standards to the Development Code*
- *Demonstration projects*
- *Marketing and Economic evaluation of the proposed plan and code standards.*

3. **Preparation and adoption of the sub-area plan (element of the Comprehensive Plan) and the Special Overlay District of the Development Code (July through December 2000).**

*Staff will prepare the Sub-area Plan and Development Code/Special Overlay District*

*Standards for North City for the Planning Commission and City Council hearing processes.*

**4. Coordination and refining the 2000 Capital Improvement Program (CIP) design phase as part of the implementation (July through December 2000).**

*Concurrently with the preparation and adoption processes of the sub-area plan and the code, the CIP "partnered" program will be phased into funding stages and consideration of funding options for your Council's consideration.*

**SUMMARY/OUTCOMES:**

One goal of the Comprehensive Plan is to increase the vitality and economic development in the North City. The sub-area plan is a mechanism that will address some of the economic development opportunities together with the land use patterns and design that would promote the building of a strong neighborhood. In order to translate the plan vision into clear standards for redevelopment and infill, we will prepare concurrently with the sub-area plan a new Development Code section, the special overlay district for North City. The special overlay district will state appropriate design, zoning, street and other standards tailored for the North City. Both the Sub-area Plan and the Code (Special Overlay District) will be illustrated documents allowing people to understand the changes proposed and somewhat reduce the ambiguous effects of new regulations. The demonstration projects will allow testing of new standards on specific sites with examples of what is possible today, from an economic, market, technical, and environmental standpoint.

**RECOMMENDATION**

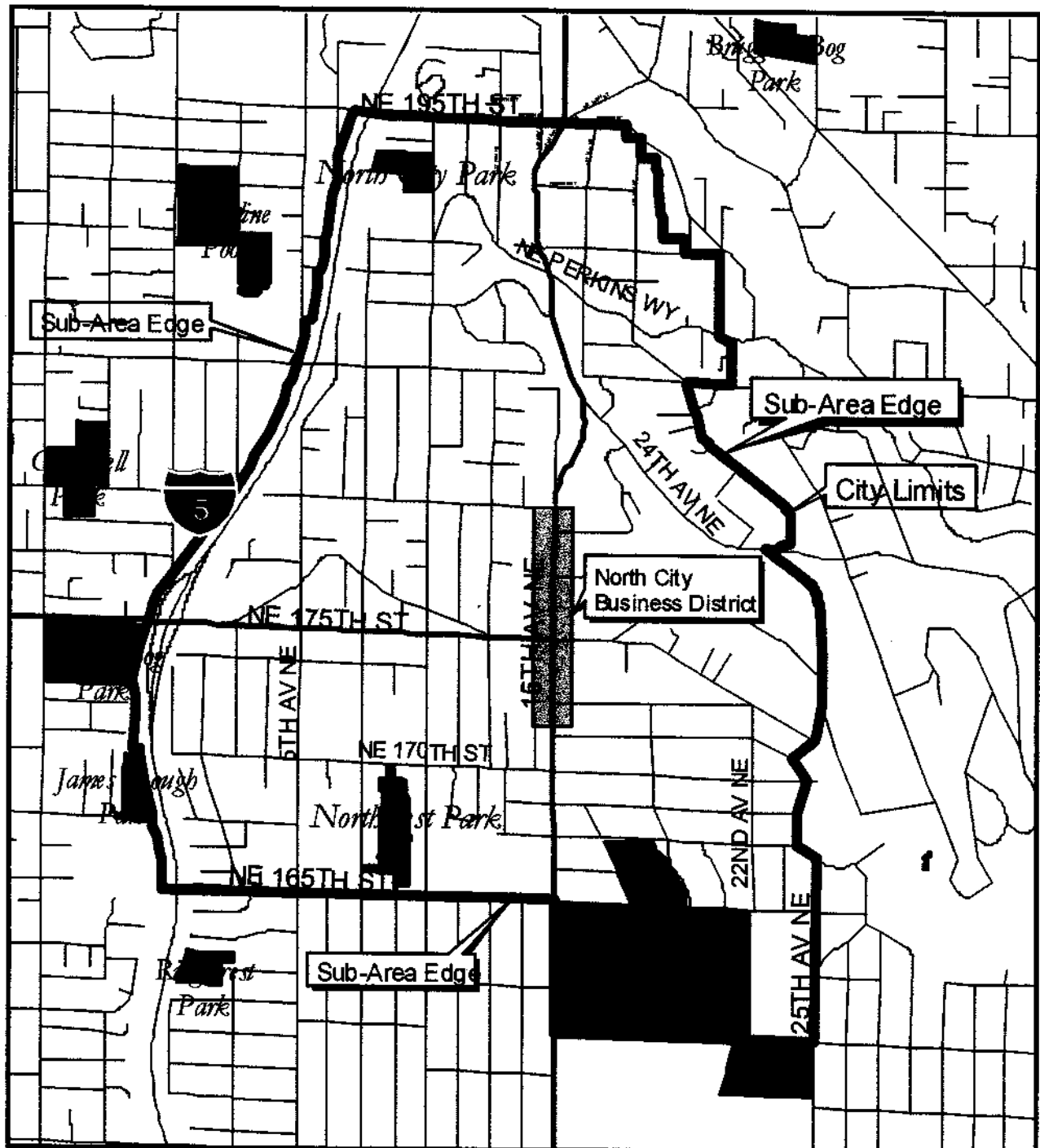
Staff recommends that your Council concur with the proposed objectives and timelines for the North City sub-area plan/code preparation.

**ATTACHMENTS**



Attachment A – Map of the North City Sub-area





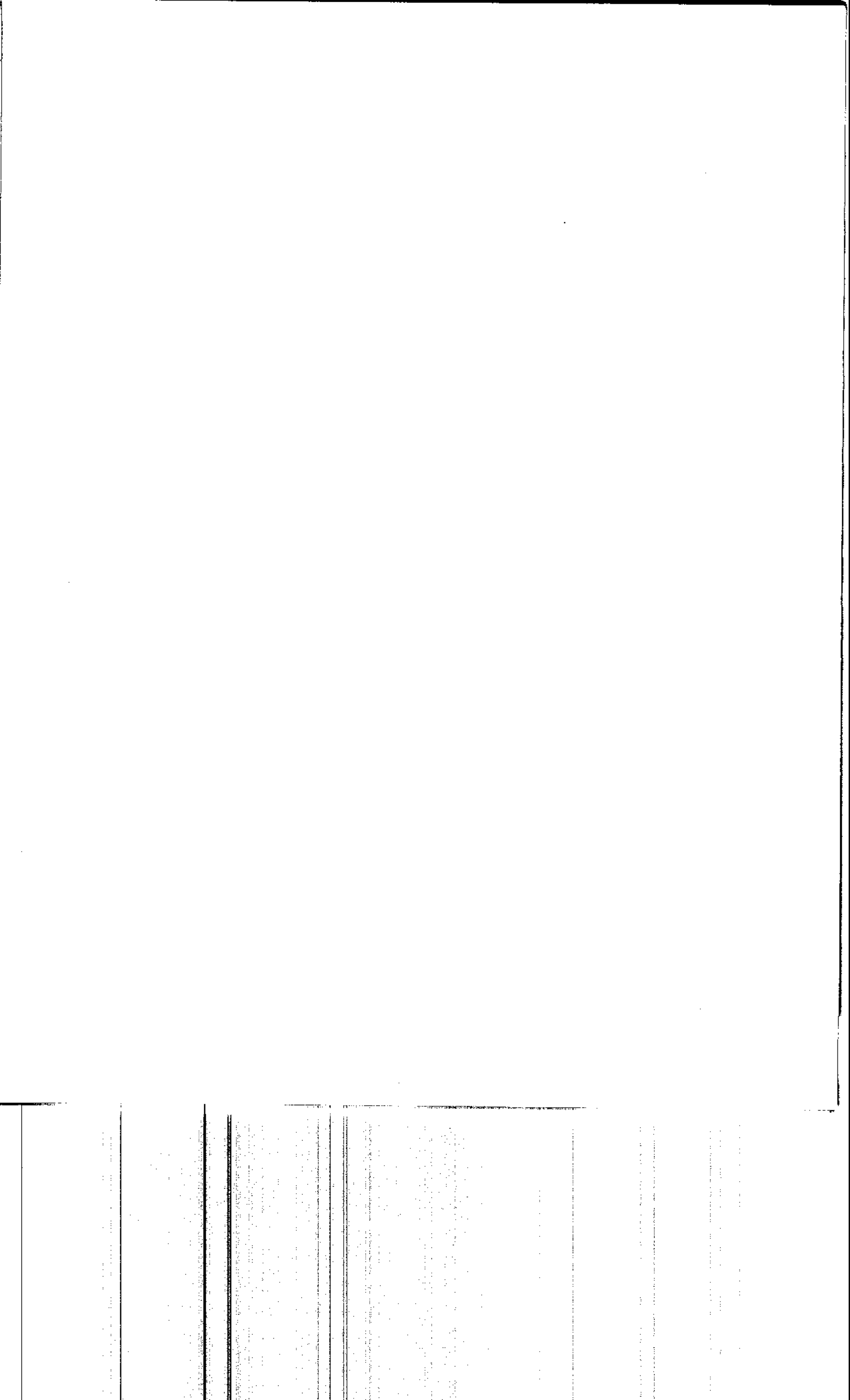


**LEGEND**

-  Principal Arterial
-  Sub-Area Boundary



# **North City Sub-Area Map**



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

**AGENDA TITLE:** Status Update Report for the Aurora Avenue Corridor Project  
**DEPARTMENT:** Public Works  
**PRESENTED BY:** William L. Conner, Public Works Director *wlc*

**EXECUTIVE / COUNCIL SUMMARY**

The purpose of this report is to inform your Council of the actions taken to date for the Aurora Avenue Corridor Project and actions planned in 2000.

On August 23, 1999, your Council adopted Resolution No. 156 that accepted the Citizen's Advisory Task Force (CATF) recommendation of Alternative 2 for design of the Aurora Avenue Corridor Project. Your Council also selected a portion of Aurora Avenue from N. 145<sup>th</sup> Street to N. 165<sup>th</sup> Street as the first construction phase of the project, and authorized staff to execute an Interlocal Agreement with the Washington State Department of Transportation (WSDOT) to secure funding for the aerial mapping and environmental analysis.

On October 25, 1999, your Council approved Ordinance No. 211 that amended the budget for the Aurora Avenue project in the Capital Improvement Program to begin the environmental analysis. These activities include locating existing survey monuments (field survey control establishment) and making precise maps out of aerial photos (photogrammetric mapping) of the three-mile corridor.

Staff is currently negotiating with the consultant, CH2MHill to prepare the final scope of work to complete the environmental analysis, mapping and preliminary engineering work. Staff will bring the contract to your Council for approval in late May.

The following is a summary of key work elements that will be undertaken in 2000:

**Surveying and Mapping** – The surveying and mapping element will provide support during the community and agency coordination process along with environmental documentation, right of way evaluation, and preliminary design work.

- **Field Survey:** Preliminary field surveys are underway to determine the existing pavement surface elevation and City right of way location, along Aurora Avenue North.
- **Drainage Infrastructure:** Inspection and measurement of drainage infrastructure (measure downs) to identify pipe depths of existing storm drain catch basins and manholes will be completed to determine the type of structures (brick or pre-cast concrete) and the condition of these facilities.

- **Utility Mapping:** The utility mapping identifies all utilities within the project. This information is gathered from available records obtained from respective utility companies and from field surveys. Identifying the locations of utilities will be incorporated in the maps to easily locate them when necessary.
- **Topographic Surveys:** Topographic field surveys will be performed to spot check the accuracy of the aerial mapping, and to survey critical locations.

**Design Memorandum** – The design memorandum establishes engineering standards for design and cost estimates including but not limited to data collection, condition documentation, design standards, stormwater evaluation, property access, pavement analysis, preliminary design review, underground utility plan, soils analysis, traffic analysis, etc. This will build upon the Pre-design report recommendation approved by your Council at the August 23, 1999 meeting.

**Environmental** – The environmental analysis will include the preparation of an environmental review and subsequent reports that comply with state and federal environmental regulations. Examples of these regulations include:

- U.S. Transportation Act (USTA), Section 4 (f): The USTA – 4 (f) is completed to identify potential impacts to parks, recreational facilities or other historic resources.
- National Environmental Policy Act (NEPA): NEPA requires the preparation of an Environmental Assessment (EA) that complies with federal environmental regulations because the City is utilizing federal funding for this project.
- Clean Water Act (CWA): The CWA requires the preparation of a drainage report that describes the existing drainage and water quality conditions in the project corridor, identifies the probable adverse impacts of the design alternative on drainage systems and surface water resources; and recommends mitigation measures that could be implemented. National Pollutants Discharge Elimination System (NPDES) and 404 (Wetlands) water related permits may be obtained as necessary.
- Clean Air Act (CAA): The CAA requires the preparation of an air quality analysis report that meets the requirements for capital projects by the Environmental Protection Agency and the Washington State Department of Transportation (WSDOT).
- Endangered Species Act (ESA): The Biological Assessment (BA) evaluation is performed to measure the impact that the project may have to fish and other wildlife habitat.

A scoping meeting with the public to begin the environmental analysis is scheduled for the week of May 8.

**Community and Agency Coordination** – This process includes the coordination between the Shoreline community and staff during future discussions regarding the right of way acquisition process. A manual will be prepared by an ad hoc group consisting of community and business representatives, consultants and staff to establish Shoreline policies and guidelines that comply with state and federal regulations relevant to the right of way acquisition process and roadway safety and meet the City's local needs. This manual will be presented to your Council for input later this summer. Items to be addressed will include:

- Right of way acquisition procedures
- Access standards
- Construction access standards
- Construction notification

**Additional Funding** – Staff will continue to explore and pursue potential funding opportunities that could provide partial or full funding of the project during the construction phases.

**RECOMMENDATION**

No Council action is required at this time. Staff is requesting your Council's concurrence as to the direction of the project.

Approved By:      City Manager LB      City Attorney N/A

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

**AGENDA TITLE:** Curb Ramp and Sidewalk Repair Update  
**DEPARTMENT:** Public Works  
**PRESENTED BY:** William L. Conner, Director of Public Works *WLC*

**EXECUTIVE / COUNCIL SUMMARY**

The purpose of this report is to update your Council on curb ramp and sidewalk repair activities completed in 1999 and planned for 2000. The goal of these activities is to provide improved accessibility for pedestrians to City streets, transit services, schools, parks and community centers.

**1999 Curb Ramp and Sidewalk Repair Review**

In 1999, 52 curb ramps and 5 bus pads were constructed along Meridian Avenue (between 145<sup>th</sup> Street and 172<sup>nd</sup> Street) and on 185<sup>th</sup> Street (between Midvale Avenue and I-5). Staff identified and prioritized corridors based on criteria such as:

- Transit Routes
- Schools, Parks, Community Center, Group Homes in the vicinity
- Customer Requests

Sidewalk repairs in 1999 continued to be reactive based largely on citizen requests. To prioritize project requests, the City developed a Sidewalk Repair Project Rating Form to rank the citizen requests for sidewalk repairs. Under the constraint of budget expenditure authority, projects were then selected and completed in the order ranked. There were approximately 3,300 square feet of sidewalk repairs completed in 1999.

**2000 Curb Ramp and Sidewalk Repair Planned Activity**

The 2000 curb ramp program design will begin in late April and construct up to 75 curb ramps and 10 bus pads. The following corridors have been selected:

- Meridian Avenue North between 185<sup>th</sup> Street and 205<sup>th</sup> Street
- 200<sup>th</sup> Street between Costco and Meridian
- 15<sup>th</sup> Avenue Northeast between 155<sup>th</sup> Street and 180<sup>th</sup> Street
- 5<sup>th</sup> Avenue Northeast between 145<sup>th</sup> Street and 175<sup>th</sup> Street



The 2000 sidewalk repair program will focus on moving from reactive repairs of individual customer requests to completing repairs in corridors where curb ramps have previously been installed or will be installed in 2000. The locations selected for 2000 include:

- 185<sup>th</sup> Street (North and South sides) between Aurora and 1<sup>st</sup> Avenue NE
- Meridian Avenue North (East and West sides) from North 145<sup>th</sup> to N 205<sup>th</sup> Street
- 5<sup>th</sup> Avenue NE (East side from NE 145<sup>th</sup> Street to NE 165<sup>th</sup>, funds permitting)

The sidewalk repairs along North 185<sup>th</sup> Street from Aurora Avenue North to 1<sup>st</sup> Avenue will complete the corridor. Meridian Avenue will also have the entire corridor completed (curb ramps, bus pads and sidewalk repairs) from 145<sup>th</sup> street to 205<sup>th</sup> street by the end of 2000. King County will be constructing curb ramps and bus zone improvements from North 175<sup>th</sup> Street to North 185<sup>th</sup> Street along Meridian Avenue North in 2000, and as mentioned above, the City will complete the corridor from 185<sup>th</sup> to 205<sup>th</sup>.

Staff will return to Council with a construction contract bid award in the summer of 2000 combining curb ramp and sidewalk repairs.

In continuing with the development of the Department of Public Works, staff continues to design a comprehensive Sidewalk Repair and Curb Ramp Program. Ultimately, this program would move sidewalk repair from a reactive approach, where individual citizen requests are rated and completed, to a proactive approach that encompasses both curb ramp and sidewalk repairs so entire corridors are completed at one time.

The first step in this process is to identify and inventory the current sidewalks and curb ramps in the City. Staff has begun to inventory curb ramps. Once an inventory and conditions assessment has been completed, staff can develop an annual program where entire corridors of sidewalks are being completed at one time. The condition assessment will help staff prioritize locations for the next several years. Staff will return to your Council late in 2000 with the program outline.

#### **RECOMMENDATION**

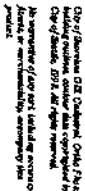
There is no Council action required at this time. The 1999 summary and 2000 planned curb ramp and sidewalk repairs are being presented for your information only.

#### **ATTACHMENT:**

City Map: Curb Ramp and Sidewalk Repairs

Approved By: City Manager LB City Attorney N/A





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April 5, 2000

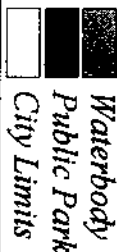
1999 &amp; 2000

### ... Sidewalk Repairs

## Curb Ramp Projects

King County 2000

1999



## City Limits

Samuel Cummings

