

CITY OF SHORELINE CURRENTS

March 2000 Vol. 2 No. 2

Inside

1999 CIP Highlights

Park Master Plans for Shoreline Pool, Richmond Highlands Recreation Center and Paramount Park were completed under last year's CIP list.

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Interurban Trail will soon return to Shoreline's map

When it was built in 1906, the Seattle-Everett Interurban line provided a vital means of transportation and made living in the suburbs more convenient. It holds a special place in our area's history for its role in creating what we now call the City of Shoreline.

The Interurban was closed in 1936 and its path is currently a right-of-way for Seattle City Light power lines. But plans are under way to restore the Shoreline portion of the Interurban to a transportation corridor once again — this time for pedestrians, cyclists and skaters.

"We are envisioning a linear park that will in fact provide access to some of Shoreline's existing park properties," says Shoreline Public Works Director Bill Conner.

In the late 1980s, King County Parks Department began exploring design options for the trail including a pre-design report issued in 1992. At the City's request, King County transferred responsibility for the Interurban Trail project last year to Shoreline along with accumulated grant,

tax and bond money that is linked to the project. Total funds for the project to date, which also include private contributions and federal grants received by Shoreline, add up to nearly \$3 million. The total project cost is estimated at \$7 million.

"This is the type of project that is popular with grant pro-

See **Interurban** page 7

Aurora Corridor receives \$4.9M grant

While construction is not likely to begin before 2003, the behind-the-scenes work on the Aurora Corridor redesign continues at full speed.

The plan is to construct the south section of Aurora's redesign first, between N. 145th St. and N. 165th St. The City will begin preliminary survey work for the roadway this month, and workshops with the public and City Council are planned for this summer.

Design is scheduled to be completed by early 2002, and construction would start later that year.

See **Aurora** page 4

Public transportation feels effects of I-695

Shoreline bus riders are already beginning to see the effects of Initiative 695 as Metro reduces bus routes due to a shortage of drivers.

Initiative 695 replaced the motor vehicle excise tax (MVET) with a set \$30 license tab fee. Public transportation relied heavily upon the MVET for funding. For King County Metro, it provided about \$100 million per year, or one-third its total service subsidy. Now King County is asking the Legislature for local option taxing authority to replace the MVET revenue and preparing for the worst case of having no replacement revenue.

Metro needs to hire about 30 new drivers each month to avoid further service suspensions. When Initiative 695 passed, Metro froze hiring for several months. When funding through the next quarter was guaranteed, Metro began hiring drivers again as fast as possible but is having trouble finding enough drivers given the uncertainty of future funding.

While Metro replaces drivers, it had to make some temporary service reductions, which began in February. "Rider Alerts" are posted to notify people about schedule changes or reductions.

Meanwhile, King County is looking at a variety of ways to adjust to the changes brought by Initiative 695. Shoreline City Councilmember Linda Montgomery serves on the King County Regional Transit Committee, which

develops, reviews and recommends policies and plans to guide the operations of King County's public transit system. Recommendations from this committee go before the King County Council for adoption. King County Councilmember Maggi Fimia chairs the committee. The service change ordinances go through the King County Council Transportation Committee, of which Fimia is Vice Chair.

The State Legislature is also considering whether or not to provide temporary funding for public transportation. It may also decide whether King County will be allowed to hold an election asking for a special tax to pay for public transportation.

Councilmember Montgomery says the Regional Transit Committee is preparing for the worst-case scenario.

"The committee is finalizing policy guidelines for determining how cuts will be made and is trying to be regional in focus, not territorial," she says. "One of the difficult things is to preserve routes that offer service to those who would have no other access to transportation while honoring the efficiency of high use routes."

If cuts are required, Metro is expected to suggest a significant restructure of Shoreline service in September to fill gaps in coverage created by the February suspensions, especially in Richmond Beach.

For Metro timetable information call (206) 553-3000 or visit Metro's Web site at www.transit.metrokc.gov.

Route reductions

Shoreline routes affected by the temporary reductions:

Route 302

Weekday night and weekend evening and night service is suspended. Route 302 connects the Aurora Transit Center (AVTC) and the Northgate Transit Center via Einstein Middle School, Dayton Ave. N., SCC, Broadview, Bitter Lake, N. 130th St., 5th Ave. NE and the Northgate Mall.

Route 314

Midday service is suspended. Rush hour service is retained. Route 314 connects LFP Mall and SCC via Shorecrest High, Jackson Park, Ridgecrest, N. 175th St. and Shorewood High.

Route 315

Weekday evening and night and all weekend service is suspended. Midday service is retained. Route 315 connects Richmond Beach and the NTC via Richmond Beach Road and N. 185th St., the Shoreline Center, the Shoreline Library, Ridgecrest, Twin Ponds Park, Lakeside High and Northgate Mall.

Route 370

Last PM trip is suspended. Route 370 is a rush hour-only service to the UW from AVTC via the Shoreline park-and-ride lot and the N. 175th St. on-ramp. Metro will restore this trip in June, but probably suspend the first outbound trip instead.

Highlights of 1999 Capital Improvements

The Six-Year Capital Improvement Program (CIP) lists upcoming projects and programs throughout the City that protect, improve and add to Shoreline's infrastructure. Each year, the plan is updated to reflect changing resources and community needs.

CIP projects tend to draw the most attention during construction or when new programs are put into effect. But the lower-profile analysis, development and design for future projects is also an important part of each year's CIP.

Following are a few examples of CIP projects and programs completed or begun in 1999.

Streets & Traffic

- Curb ramps and sidewalk repairs throughout the City
- Sidewalk improvements at North 175th Street and Meridian Avenue North
- Installed Traffic Signal System Interconnects on Aurora Ave. N. and 15th Ave. NE
- Consultant selection for the Interurban Trail design (see story page 1)
- Began developing the Neighborhood Traffic Safety Program
- Design for sidewalk, traffic signal and pedestrian improvements for 15th NE from N. 146th St. to N. 165th St. — construction on the \$1.5 million project to begin late summer
- Design and construction of sidewalk improvements along 25th Ave. NE



Construction of parking improvements and additions underway at the Shoreline Pool is one of the projects listed in the 1999 Capital Improvement Program.

Surface Water

- Design and construction of 16 drainage projects

- Predesign analysis to address flooding in the Ronald Bog sub-basin to Thorton Creek — construction to begin late 2001

Parks

- Parks Master Plans for the Richmond Highlands Recreation Center, Shoreline Pool (construction on both to begin 2001) and Paramount School Park (construction to begin late 2000)
- Design and construction of improvements to the Bluff Trail in Richmond Beach Saltwater Park
- Design and construction of additional pool parking

Shoreline receives TIB grants

Each year, the City of Shoreline submits transportation projects to be considered for funding by the Washington State Transportation Improvement Board (TIB). 1999 was a banner year with 75 percent of Shoreline's applications either approved for funding or placed on the Statewide Competitive Project List for legislative approval.

Following are the approved projects and the funding they received:

- Aurora Ave. N. Multimodal Stage 1 construction from N 145th St. to N 165th St.: \$4,980,000
- Sidewalk construction on the east side of 15th Ave. NE from NE 165th St. to NE 155th St.: \$150,000
- Sidewalk design and construction on the west side of 1st Ave. NE from NE 185th St. to NE 192nd St.: \$119,480
- Sidewalk design and construction on the north side of N 175th St. from Meridian Ave. N to Corliss Ave. N: \$150,000
- Sidewalk design and construction on the north side of NE 175th St. from the YMCA to 15th Ave. NE: \$52,000

The sidewalk grants are particularly important given the lack of sidewalks in most areas of the City.

The TIB also recommended the Interurban Trail Phase II for funding by the Legislature under the Transportation Enhancement Program. The Legislature must approve the recommended funding of \$581,155 for design and construction of the Trail from N 155th St. to N 175th St.

AT&T looks to acquire Chambers Cable

Shoreline may soon have one cable service provider for the entire City if AT&T Cable Services' acquisition of Chambers Cable is approved. Last year AT&T purchased TCI Cable of Washington and took over its cable service

area in east Shoreline.

At its Feb. 28 meeting, Shoreline City Council authorized the cable TV franchise transfer from Chambers Cable of Edmonds to AT&T. As required by federal law, the City Council's authorization of

the transfer was based on a determination that AT&T has the financial, legal and technical ability to provide the services, facilities and equipment required by the franchise agreement.

AT&T currently serves most of Shoreline east of Meridian Ave. N. Chambers Cable currently serves the west side of Shoreline. As AT&T takes over the Chambers service area, all cable service in Shoreline will operate under AT&T's franchise agreement with Shoreline. While it is unlikely that Chambers Cable subscribers will see any immediate changes, the City is working with AT&T to ensure that all cable customers receive the best service possible. To that end, the City has taken a number of steps to verify the current quality of service being provided by both companies.

One future change to watch for is that programming on the dedicated government channel will be the same for the entire City. Currently, Chambers customers can see the City Council meetings on Channel 47 Tuesdays and Thursdays at noon. AT&T customers can watch the City Council meetings around the clock Wednesday through Sunday on Channel 42. Due to a request by the City, King County Council meetings run continuously on AT&T Channel 42 Mondays and Tuesdays.

"Based on the feedback we have received from Shoreline residents, televising our meetings is a valuable tool in keeping people informed," says Shoreline Mayor Scott Jepsen.

Census questionnaire assistance at City Hall during March & April

This month Census questionnaires will begin appearing in mailboxes as the U.S. Census Bureau begins its count of the population.

The Census count is done every 10 years and is the basis for sharing tax revenue at federal, state and local levels. It is used to leverage funds for projects such as building roads and schools, job training and social service programs for the elderly, youth and disabled communities.

It is important that everyone is counted to ensure the accuracy of the 2000 Census and to ensure Shoreline gets its fair share of federal and other tax revenues back to our community. For example, Seattle lost up to \$140 million in federal funds because approximately 12,000 people were undercounted in 1990.

The Census Bureau will have a Questionnaire Assistance Center (QAC) at Shoreline City Hall from approximately March 8 through April 14. The QACs are designed to answer questions about the census, help people complete the questionnaires, assist people with language barriers and provide questionnaires to those who did not receive one by mail.

For more information, call the Census Bureau office at (206) 220-4740.

Aurora Corridor Project *from page 1*

Shoreline also continues to seek funding from State and Federal sources for the Aurora Corridor project. Currently, the City has secured \$17 million in grants towards the \$75.7 million project including a recent \$4.9 million grant from the Washington State Transportation Improvement Board (see story page 3).

In August 1999, Shoreline City Council accepted the Aurora

Corridor design concept recommended by the Citizens Advisory Task Force. The concept includes two general purpose lanes in each direction as well as a business-access/transit lane in both directions. Landscaped medians with focused left- and u-turn lanes and pedestrian crossing refuge areas will be provided in the center. Intersection improvements, sidewalks, underground wiring and other pedestrian and aesthetic amenities are also included in the plan.

Mini-Grant projects improve neighborhoods

Throughout the City, Shoreline neighborhoods have been putting Mini-Grant funds to good use by making holidays more festive, playgrounds more fun and neighborhood information more accessible.

Since the City Council began offering matching Mini-Grants to Shoreline neighborhood associations in 1996, 28 applications have been approved for a total of \$88,150 funding projects in 10 of Shoreline's 14 neighborhoods.

Projects completed in the last year include a contribution toward playground equipment for Meridian Park School by the Meridian Park Neighborhood Association; a neighborhood information kiosk with a lighted bulletin board and bench installed by the Briarcrest Neighborhood Association at Hamlin Park; North City Neighborhood Association's

purchase and display of 12 holiday wreaths to decorate its business district; and improvements to Twin Ponds Park by the Parkwood Neighborhood Association.

Mini-Grant projects are designed and proposed by the individual neighborhood associations, with assistance from the Office of Neighborhoods. The goal is to promote projects that unify communities.

"One of the greatest values of the Mini-Grant Program is that it gives people the opportunity to come together to create something positive for their neighborhood," says Neighborhood Coordinator Ellen Broeske.

"And the neighborhood benefits not only from the end result, but from working together and developing a sense of neighborhood identity and connection with each other."



The Briarcrest Neighborhood Association designed and built this kiosk at Hamlin Park.

Neighborhood Traffic Safety prepares draft

Shoreline residents will soon have the chance to review a draft of the Neighborhood Traffic Safety Program. The program will guide the City's response to citizen concerns about speeding, traffic volume, accident rates and cut-through traffic in their neighborhoods.

An open house is set for April 19, 6:30 to 8:30 p.m. at the Shoreline Conference Center to answer questions and take citizen comments on the draft.

A January open house invited residents to learn more

about the program, give comments and meet the Technical and Citizen Advisory groups that are developing the program. Feedback from that open house is being incorporated into the proposed program which includes education, enforcement and engineering.

"One of the concerns we heard at the open house is the worry that those living on arterials will not be served since this program is targeted at solving problems on neighborhood roads," says Project Engineer Kristen Stouffer-Overleese. "But

people will still work with the City's Customer Response Team to solve problems on all types of streets. This program will simply offer a new way to address problems on residential streets."

Citizen Advisory Committee Member Dale Wright says the program's approach is appropriate and solid. "We are trying to create a program that treats everyone who comes to the City with a complaint fairly and in the most cost effective manner," he says.

For more information about the program or to be included on the mailing list, contact Stouffer-Overleese at (206) 546-1700.

Draft Code Enforcement Manual debuts

In response to numerous complaints from neighbors, last November the City of Shoreline removed 172 tires, 21 vehicles, seven motorcycles, two boats, five trailers, 13 appliances, nine car batteries, nine tons of metal debris (engines, car parts, etc.) and 16 tons of garbage and other debris — from *one* residential property! This extreme example illustrates how code enforcement helps protect the public health, safety and welfare, and enhances — and maintains — the quality

of life in Shoreline.

One of the City Council's goals for 1999-2000 is to develop a code enforcement program based on community values. The presentation of the Draft Code Enforcement Policy and Procedure Manual for review at the Feb. 7 City Council meeting was a major milestone in completing the program.

"The mission statement and goals really represent what I had in mind about the values of the community," City Councilmember

Cheryl Lee said.

The program is being developed in three phases: planning, program development and implementation.

During the planning phase, Shoreline studied programs in other cities and proposed a "three strikes" model for code enforcement which strives to solve problems rather than simply respond to calls.

"Education and voluntary compliance are what we strive for in the program, but there are tougher penalties for noncompliance," says Code Enforcement Officer Sherri Dugdale.

The City has also gathered information from the community on code enforcement priorities through a survey of residents and business owners. This information will help create collaborative, proactive code enforcement projects for community improvement, which will be part of the implementation phase.

Much of the program development phase has focused on preparing the Draft Code Enforcement Policy and Procedure Manual. Once the new Development Code is adopted, it may trigger changes and additions to the code enforcement manual, particularly concerning Strike Three enforcement actions and legal procedures.

Following a survey of residents and business owners this year, the Council will discuss priorities for enforcement projects.

Following adoption of the Development Code, the manual will be finalized and presented for adoption.

Shoreline volunteers honored

In 1999, City of Shoreline volunteers donated 9,491 hours of service to the City — the equivalent of more than four and a half full-time positions. Last year, Shoreline City Council proclaimed the first full week in April as Volunteer Week and will likely do so again this year. These proclamations coincide with National Volunteer Week promoted by the Points of Light Foundation.

Just a few of the ways that residents volunteer their time to the City include serving on advisory groups such as the Planning Commission, Library Board, Parks, Recreation and Cultural Services Advisory Committee and Planning Academy, helping out at the police department's neighborhood storefronts, and participating in the Council of Neighborhoods.

The City of Shoreline will host a special breakfast April 12 to honor and celebrate its volunteers' accomplishments over the past year. All volunteers working on ongoing volunteer assignments for the City of Shoreline in 1999 will receive a formal invitation.



Shoreline resident Anne Moran has volunteered at the Westside Neighborhood Police Center for a year and a half.

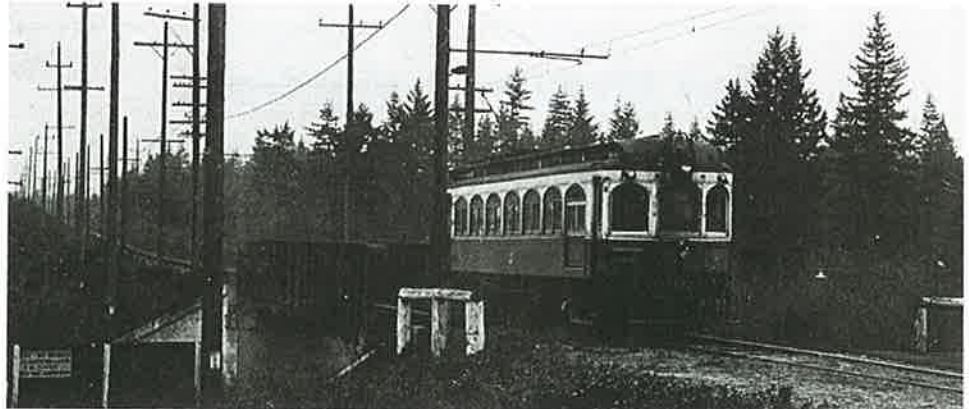
Interurban Trail project underway *from page 1*

grams," says Conner. "We are hoping to fund as much of the Interurban Trail as possible with grants and contributions and are actively pursuing these opportunities as they appear."

The City Council authorized a design services program at its Feb. 14 meeting. The design program will include surveying, public involvement, preliminary design and environmental analysis.

The first step is completing the survey of the entire trail. This will be combined with the survey work for the Aurora Avenue redesign project.

"After some base maps have been developed, we will begin looking at alternatives and meeting with the public and Seattle



Shoreline Historical Museum photo #1412 courtesy of Warren Wing

This photo circa 1939 looks north at the Interurban on Pershing Bridge which was at the intersection of Aurora Ave. N. and N. 155th St.

City Light," says Shoreline Project Engineer Paul Cornish. "Together we will determine the most efficient and effective layouts for the trail."

The trail is divided into four

sections for funding, design and construction purposes. Construction on the first segment of the trail — between N. 145th St. and N. 155th St. — could begin in late 2001.

Public hearings held for Development Code

The City Council held a public hearing and adopted Phase One of the Development Code on Feb. 28. Phase One of the Code will unify all relevant procedures and standards for development and will become a new Title 20 of the Shoreline Municipal Code.

In October 1999, the Planning Commission unanimously recommended adoption of Phase One of the Development Code. Its recommendation is to adopt Chapter I, General Provisions, and Chapter III, Procedures and Administration. The recommendation also includes "uncontroversial" revisions to low-density single-family zones R-4 and R-6 as follows: reduce the minimum density (which was based in the interim code on the percentage of base density) to a fixed number of four dwelling units per acre; increase the minimum lot

size from 5,000 square feet to 7,200 square feet; repeal outdated provisions of the existing code and the existing moratorium on lot size in R-4 and R-6 zones.

The Phase One changes also include mandatory pre-application meetings between the applicant and the local neighborhood for actions such as zoning variances, clearing and grading, and conditional use permits.

Concurrently with the Phase One adoption process, the Planning Commission began the public hearings for Phase Two of the Code. The draft of Phase Two was available for public review and comments in January. The Planning Commission held a workshop Jan. 20 and the first public hearing took place on Feb. 17. On March 2, the

Planning Commission heard comments regarding the requests for additional amendments made at the Feb. 17 hearing. The Planning Commission will continue deliberations every Thursday through March from 6 p.m. to 9 p.m.

The hearing on Phase Two considered testimony regarding the Definitions, Zoning and Use Provisions, General Development Standards, Adequacy of Public Facilities/Services, Engineering/Utilities Development Standards (including the Engineering Development Guide supplements) and Special Overlay Districts.

The Planning Commission is the designated planning agency for the City. It is responsible for holding the public hearing and making recommendations to the City Council about adoption of the Development Code.

Who, what, where in the City of Shoreline

City of Shoreline

Shoreline City Hall

17544 Midvale Avenue N.
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Fax (206) 546-2200

City Hall Annex

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Development Services Department
• Public Works Department
Highland Plaza
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CURRENTS

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City Council

City Councilmembers

Mayor Scott Jepsen
Deputy Mayor Ron Hansen
Kevin Grossman
Rich Gustafson
Cheryl Lee
Linda Montgomery
Bob Ransom

Meeting Location

Shoreline Conference Center
18560 First Ave. NE, Mt. Rainier Room

Workshop Meetings

First and third Mondays at 6:30 p.m.

Regular Meetings

Second and fourth Mondays at 7:30 p.m.

Agenda Information

Agenda Line (206) 546-2190

City Web Site

www.cityofshoreline.com

Televised City Council Meetings

- Tues. and Thurs. at noon
Chambers Cable Channel 47.
- Continuously beginning at 9 a.m.
Wed. through Sun. TCI Channel 42.

Shoreline Police

Emergency: 911

Shoreline Police Station

Chief Sue Rahr
1206 N. 185th St.
Shoreline, WA 98133
(206) 546-6730

Westside Neighborhood Police Center

Officer Darren Young
630 NW Richmond Beach Road
Shoreline, WA 98177
(206) 546-3636

Eastside Neighborhood Police Center

Officer Kurt Lange
521 NE 165th St.
Shoreline, WA 98155
(206) 363-8424



New Shoreline
Fire Department
Business Number

533-6500



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