

ORDINANCE NO. 6337

AN ORDINANCE relating to Comprehensive Planning; adopting the North City Business District Development Guide as an amplification of the Shoreline Communities Plan (K.C.C. 20.12.160).

Preamble:

- 1. The North City business district is a neighborhood center serving the eastern portion of the Shoreline Planning Area.
- 2. The Shoreline Community Plan recommends that a study of North City be undertaken to supplement the Community Plan.
- 3. In September, 1980, the Planning Division, working with local citizens, began developing a series of recommendations to improve the North City business district.
- 4. The result of this work is the North City Business District Development Guide.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

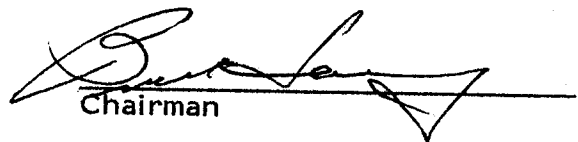
SECTION 1. The purpose of the North City Business District Development Guide is to provide recommendations for capital improvement projects and development guidelines to aid in improving the function and appearance of the North City business district.

SECTION 2. There is added to K.C.C.20.12 a new section to read as follows: The North City Business District Development Guide, attached to Ordinance 6337 is adopted as an amplification of the Shoreline Community Plan.

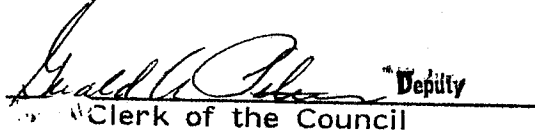
INTRODUCED AND READ for the first time this 13th day of December, 1982.

PASSED this 7th day of March, 1983.

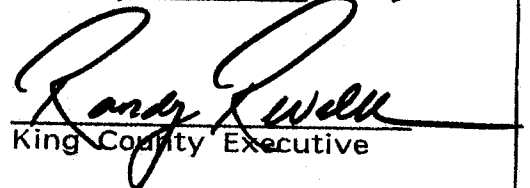
KING COUNTY COUNCIL
KING COUNTY, WASHINGTON


Chairman

ATTEST:


Deputy
Clerk of the Council

APPROVED this 15th day of March, 1983.


King County Executive



Department of Planning and Community Development
Planning Division
King County, Washington

DEVELOPMENT BUSINESS DISTRICT

North city



April, 1988

Ord 6337

[Redacted]
Housing and Community Development Division
Wona Jarman-Hirsch, Manager

Planning Division
Harold Robertson, Manager

Department of Planning and
Community Development
Holly Miller, Director

King County Council
Bruce Laign, Chairman, District 6
Audrey Gruger, District 1
Scott Blair, District 2
Bill Hoar, District 3
Lois North, District 4
Ruby Chow, District 5
Paul Barden, District 7
Bob Grève, District 8
Gary Grant, District 9

King County Executive
Randy Revelle

[Redacted]

ORDINANCE NO. 6337

AN ORDINANCE relating to Comprehensive Planning; adopting the North City Business District Development Guide as an amplification of the Shoreline Communities Plan (K.C.C. 20.12.160).

Preamble:

1. The North City business district is a neighborhood center serving the eastern portion of the Shoreline Planning Area.
2. The Shoreline Community Plan recommends that a study of North City be undertaken to supplement the Community Plan.
3. In September, 1980, the Planning Division, working with local citizens, began developing a series of recommendations to improve the North City business district.
4. The result of this work is the North City Business District Development Guide.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. The purpose of the North City Business District Development Guide is to provide recommendations for capital improvement projects and development guidelines to aid in improving the function and appearance of the North City business district.

SECTION 2. There is added to K.C.C.20.12 a new section to read as follows: The North City Business District Development Guide, attached to Ordinance 6337, is adopted as an amplification of the Shoreline Community Plan.

INTRODUCED AND READ for the first time this 13th day of December, 1982.

PASSED this 7th day of March, 1983.

**KING COUNTY COUNCIL
KING COUNTY, WASHINGTON**

Bruce Laing
Chairman

ATTEST:

Gerald A. Peterson, Deputy
Clerk of the Council

APPROVED this 15th day of March, 1983.

Randy Revelle
King County Executive

Contents

1 INTRODUCTION
1 STUDY AREA

3 ANALYSIS
3 COMMUNITY CONCERNS
5 EXISTING ZONING
7 EXISTING LAND USE
9 SHAPE OF THE BUSINESS DISTRICT
11 MARKET AREA STUDY
14 VACANT AND MARGINAL USE LAND
15 TRAFFIC VOLUMES
17 DEVELOPMENT POSSIBILITIES
19 EXISTING CAPITAL PROJECTS

20 RECOMMENDATIONS
21 CAPITAL PROJECTS
30 DEVELOPMENT GUIDELINES

45 IMPLEMENTATION
45 PROJECTS, PRIORITIES, RESPONSIBILITIES AND COSTS
46 COMMUNITY ACTION PLAN

Introduction

The North City Business District Development Guide is the result of a special study of the North City business district. This study was requested by area business people during the King County Council's review of the Shoreline Community Plan, adopted in August 1980. This Development Guide is one of a series of studies directed at improving unincorporated business areas within King County. A primary goal of this Development Guide is to improve the function and appearance of the North City business district, making it a focus for the community. A vital, attractive business district often results in stronger surrounding neighborhoods. Capital projects and guidelines for new development are included. Major elements of this development guide propose traffic improvements, improved landscaping and pedestrian improvements.

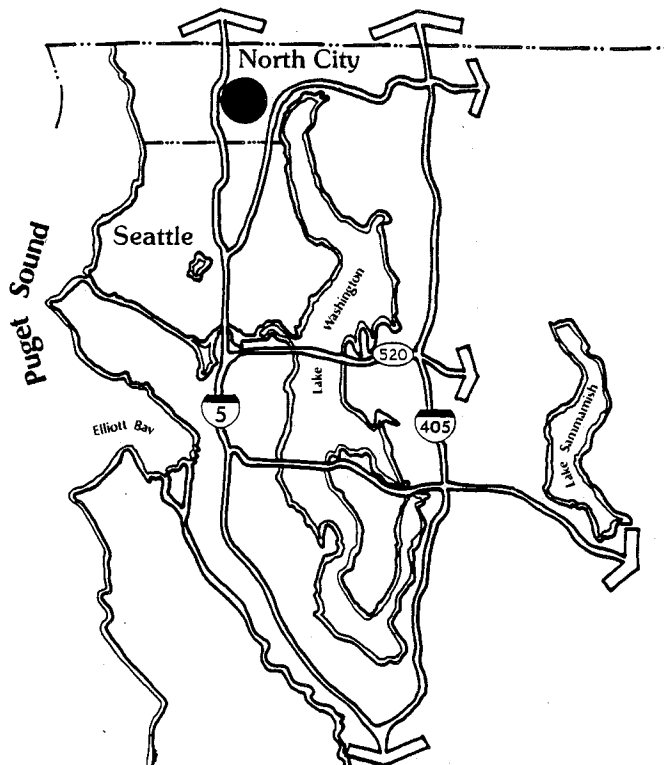
Community review and support of these proposals is important; some projects will require partial funding by the community. After public review of the draft North City Business District Development Guide, a final proposal will be presented to the King County Council for adoption by ordinance. After it is adopted by the Council, this Development Guide will be used by the County Executive, Council and the Zoning and Subdivision Examiner, when making decisions about North City.

Study Area

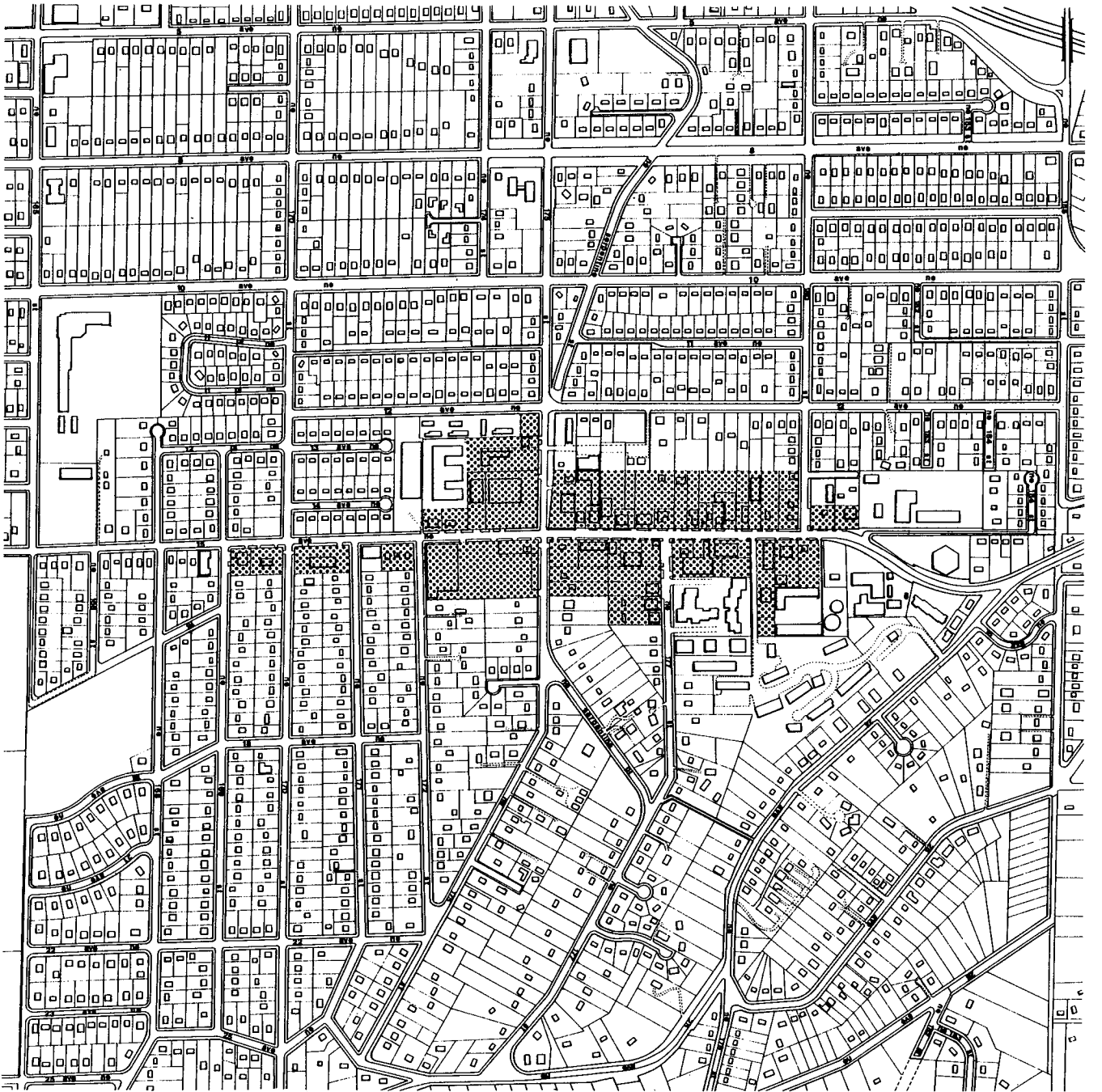
The North City business district is located in the eastern portion of the Shoreline planning area. The business district is generally bounded by NE 182nd on the north, NE 169th St. on the south, 12th Ave. NE on the west and 18th Ave. NE on the east.

The commercial area of North City lies within 500 feet of 15th Ave. NE and is centered on the block between NE 175th St. and NE 177th St.

Vicinity Map



Commercial Area



Analysis

Community Concerns

Questionnaires were distributed at the beginning of this study to identify the concerns of area business people and residents. Of the 64 businesses within the study area that were contacted, 49 or about 76% responded. The results of this questionnaire established that:

- o There is approximately 190,000 sq. ft. of commercial space in North City,
- o 25% of area businesses have plans to expand, and
- o 75% would like to remain in the area.

Business people in North City felt that the five worst problems within the business district were:

- o A lack of marketing or advertising of the business district,
- o Insufficient space,
- o Too few or the wrong mix of businesses,
- o Poor customer access, and
- o Poor transit service.

Business people indicated that the following improvements would have the greatest benefit to the entire area:

- o Improved traffic circulation,
- o Stronger identity,
- o Improved sidewalks,
- o More parking,
- o More concentration of the shopping area, and
- o Better landscaping.

NORTH CITY Questionnaire

BUSINESS DISTRICT STUDY



KING COUNTY
DEPT. OF PLANNING AND COMMUNITY DEVELOPMENT

344-7805

Name of Business _____

Address _____

Respondents Name _____

Position in Business _____

Does your firm: Building(s)
Own _____
Lease _____
Rent _____

1. How much floor area does your business occupy?
Approximately _____ sq. ft. (gross leasible area; please include storage, basements, office space, etc.)
2. Does your business have definite plans to expand at your present location?
Yes _____ No _____
3. Are you planning to leave your present location?
Yes _____ No _____ If yes, when (year)? _____ And for what reason? _____
4. If you had to leave your present location, would you relocate in the area?
Yes _____ No _____ If no, why? _____
5. Do you need more parking? Yes _____ No _____ If yes, how many spaces _____ Is your parking in a good location for your business? Yes _____ No _____ If not, why? _____

6. In what ways do you feel your present location in North City is not satisfactory for your business? Below are listed a number of problem areas. Please mark the five factors that you consider most critical.
 - _____ Present building functions poorly
 - _____ Present building in poor condition
 - _____ Poor customer access
 - _____ Poor service access
 - _____ Poor transit service
 - _____ Rent too high
 - _____ Business and property taxes too high
 - _____ Poor site environment (noise, litter, etc.)
 - _____ Insufficient space (circle type)
 - _____ Office
 - _____ Sales/Production
 - _____ Shipping/Receiving
 - _____ Parking
 - _____ Storage
 - _____ Too few or wrong mix of businesses
 - _____ Lack of marketing or advertising of the business district.
 - _____ Insufficient local market to support business
 - _____ Other (please specify) _____

A similar questionnaire was mailed to approximately 4400 residents of the North City area. About 350 questionnaires were returned and the results indicated that:

- o Most residents shop twice a week in North City,
- o Grocery stores, banks, drug stores and auto related businesses were frequented most often,
- o 73% of area residents do the majority of their shopping for convenience items in North City, and
- o The majority of area residents also shop for convenience items at NE 145th St. and 15th Ave. NE, and at Lake Forest Park.

Area residents indicated that the following improvements would have the greatest benefit:

- o Better traffic circulation,
- o Better landscaping,
- o Better sidewalks,
- o More parking, and
- o Pedestrian streets and malls.

Residents and business people are generally in agreement about what they feel is necessary to improve North City. The results of these questionnaires, along with information gathered at public meetings, forms the basis for the specific projects described in the section: "Recommendations".

resident questionnaire

NAME _____
ADDRESS _____

1. How often do you shop in North City?
 Monthly Twice a Week
 Weekly Daily
2. Which businesses do you use most often in North City? Please check two.
 Banks Restaurants
 Drug Stores Barber/Beauty Shops
 Clothes Cleaning Auto Repair/Service/Parts
 Grocery Stores Other _____
3. Do you do over half of your shopping for convenience items (groceries, drug stores and other everyday items) in North City?
 Yes No
4. Do you also shop for convenience items at...
 145th & 15th 205th & 15th Lake Forest Park
5. What other kinds of businesses would you like to see locate in North City?

6. Which improvements would make North City a better place to shop? (Please check four)
 Better Sidewalks/Crosswalks
 Better Traffic Circulation
 Better Transit Service
 Sign Control (advertising signs)
 New Street Lighting
 Better Landscaping
 More Parking
 Pedestrian Streets/Malls
 Other (Please Specify) _____
7. What one thing could be done to encourage you to shop in North City?

Thank you for your help and cooperation.

Existing Zoning

The majority of land in the North City area is zoned single-family residential (RS-7200). This zoning surrounds the business district, separating it from other, smaller commercial areas.

Within the business district, the majority of land is zoned for commercial use, either general commercial (C-G) or community business (B-C). This area lies along NE 175th St. and along 15th Ave. NE. Abutting the commercial area are various densities of multi-family residential zoning (RM-900, RM-1800, RM-2400, and RD-3600). In some areas these zoning categories provide a transition from commercial areas to single family neighborhoods. In others, commercial zoning is directly adjacent to single-family.

The zoning synopsis, below, further describes the zoning categories found in the North City area.

Zoning Synopsis

CG-General Commercial Classification

Provides for the grouping of enterprises which may involve some on-premise retail service but comprised primarily of those with outside activities and display or fabrication; assembling including manufacturing and processing in limited degree. These uses, if permitted to locate in strictly on premise retail and service areas, would introduce factors of heavy trucking and handling of materials that destroy the maximum service and attraction of strictly retail areas. With the exception of trailer parks, dwelling units are not permitted.

CG-Dimensional Standards

lot coverage: 100 percent
permitted floor area: not more than 3½ times lot area
height: 35 feet. Height may be increased 1' for each additional foot of side and rear yards.

BC-Community Business Classification

Provides for the grouping of similar type enterprises including recreation, entertainment and general business activities, but excluding uses relying on outdoor sales. It is a further objective to concentrate a maximum variety of facilities as a contribution to the convenience of shoppers and patrons on a community-wide basis. Dwelling units are excluded from this classification.

BC-Dimensional Standards

lot coverage: 100 percent
permitted floor area: not more than 3 times lot area
height: 35 feet. Height may be increased 1' for each additional foot of side and rear yards.

BR-C Mixed Business Residential Use, Community Scale

Provides for the location of mixed commercial (i.e., retail and office) and residential use projects, for increased diversity in opportunities for desirable housing, and increased vitality of community business areas.

BRC-Dimensional Standards

minimum lot area: 900 sq. ft., except that mixed use developments which meet certain conditions may reduce lot area to 450 sq. ft.

permitted floor area: two times the square foot area of the buildable portion of the lot; except projects that enclose all required parking may build six times the square foot area of the buildable portion of the lot.

lot width: 60 feet

RM 900 Maximum Density Multiple-Dwelling Restricted Service Classification

Establishes areas permitting the maximum population density and also permits certain uses other than residential, e.g., medical, dental, social services and certain professional offices.

RM 900-Dimensional Standards

min. lot area: 7200 sq. ft.
min. lot width: 60 feet
lot coverage: 60 percent for residential uses
front, side & rear yards: same as RM 2400
permissible floor area: two times the area of lot; does not apply to dwelling units if the only use on the lot

lot area/dwelling unit: 900 square feet
height: 35 feet. Height may be increased 1' for each additional foot of side yard.

RM 1800 High Density Multiple-Dwelling Classification

Provides a higher density for the accommodation of those who desire to live in a residential atmosphere without the necessity of individually maintaining a dwelling unit.

RM 1800-Dimensional Standards

min. lot area: 7200 sq. ft.
min. lot width: 60 feet
lot coverage: 50 percent
front, side & rear yards: same as RM 2400
lot area/dwelling unit: 1800 sq. ft.
height: 35 feet. Height may be increased 1' for each additional foot of side yard

RM 2400 Medium Density Multiple-Dwelling Classification

Establishes areas permitting a greater population density while maintaining a residential environment consistent with such density.

RM 2400-Dimensional Standards

min. lot area: 7200 sq. ft.
min. lot width: 60 feet
lot coverage: 50 percent
side yard: 5 feet
front yard: 20 feet; key & transitional lots 15 feet
rear yard: 5 feet for dwelling units
lot area/dwelling unit: 2400 sq. ft.
height: 30 feet. Non residential buildings and structures may be increased by 1' for each additional foot of side yard to a maximum of 50 feet.

RD 3600-Two-Family Dwelling Classification

Permits limited increase in density while maintaining a family living environment.

RD 3600-Dimensional Standards

min. lot area: 7200 sq. ft.
min. lot width: 60 feet
lot coverage: 35 percent
side yard: 5 feet
front yard: 20 feet; key & transitional lots 15 feet
rear yard: 5 feet for dwelling units
height: 30 feet. Non-residential buildings and structures may be increased by 1' for each additional foot of side yard to a maximum of 50 feet.

RT Residential, Townhouse

Provides for townhouses (single family dwelling attached by common side walls) either on individually platted lots or on a commonly held site, in a residential environment.

RT-Dimensional Standards

min. lot area per dwelling**: varies from 1600 to 3600 sq.ft.
lot coverage: 50% for townhouses, 35% for detached dwellings
side yard: 5 feet for townhouses at end of row
front and rear yard: front 25 ft., rear 20 ft.; front and rear yards may vary by 10 ft., provided each lot has a total of 45 ft. of front and rear yards.
lot coverage: 50% structures, 15% impervious surfaces
height: same as RS, except that when rows of townhouses are arranged east-to-west, the southerly row's height and rear setbacks must allow a 20 degree sun exposure plane to reach the base of the northern row of townhouses.

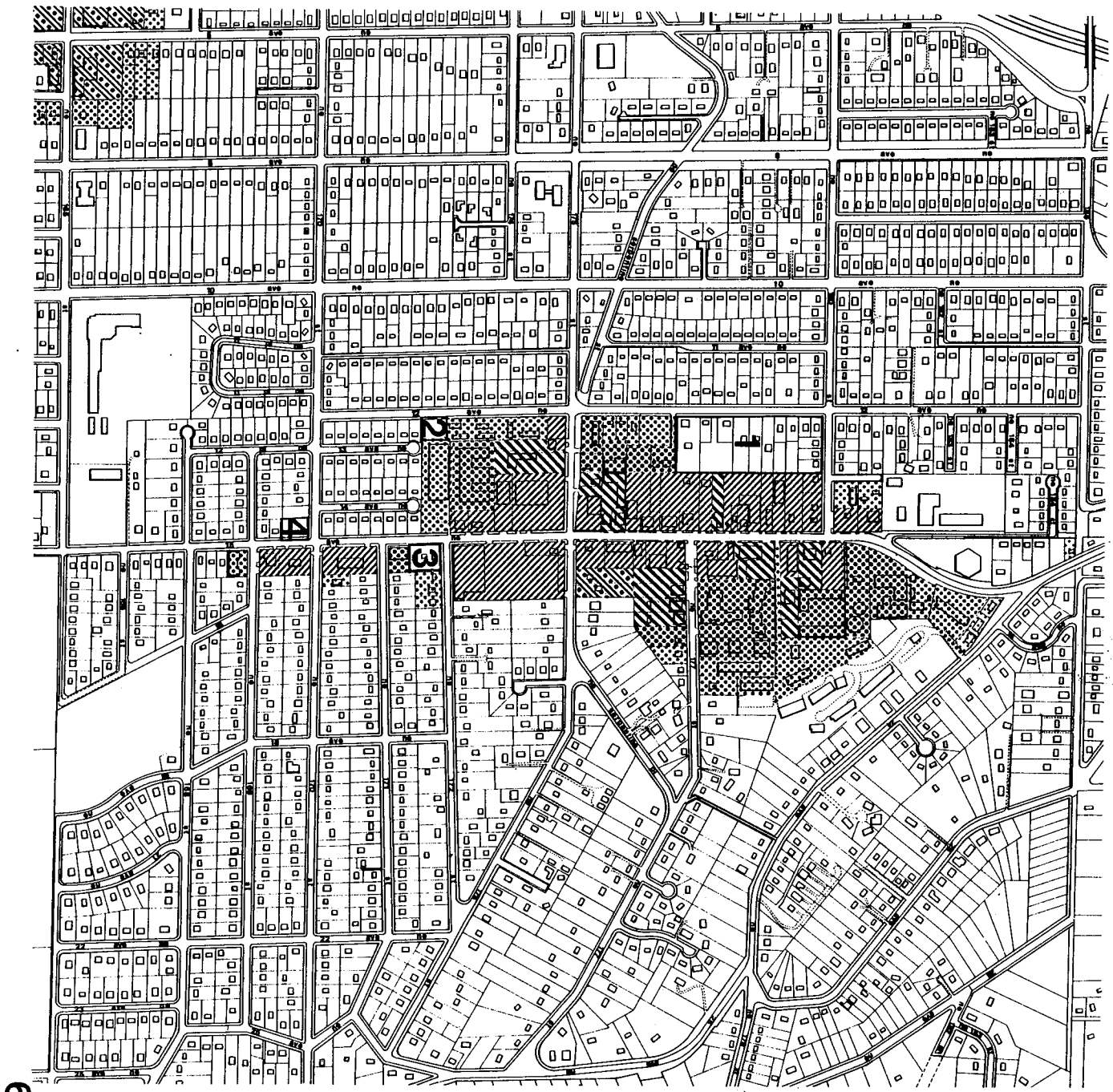
**NOTE: lot clustering is allowed in the RT zone provided the average allowable density is not exceeded.

RS Residential Single Family Classification

Provides an area for single family dwellings and townhouses at urban densities and other related uses which contribute to a complete urban residential environment. These other uses, churches, schools, libraries, etc., are considered compatible with single family residential uses.

RS 7200-Dimensional Standards

min. lot area: 7200 sq. ft.
min. lot width: 40 feet
lot coverage: 35 percent
front yard: 20 feet. key & transitional lots may be reduced to 15'
side yard: 5 feet
rear yard: 5 feet for dwelling units
height: 30 feet; non residential buildings may be increased by 1' for each additional foot of side yard to a maximum of 50 feet.



6

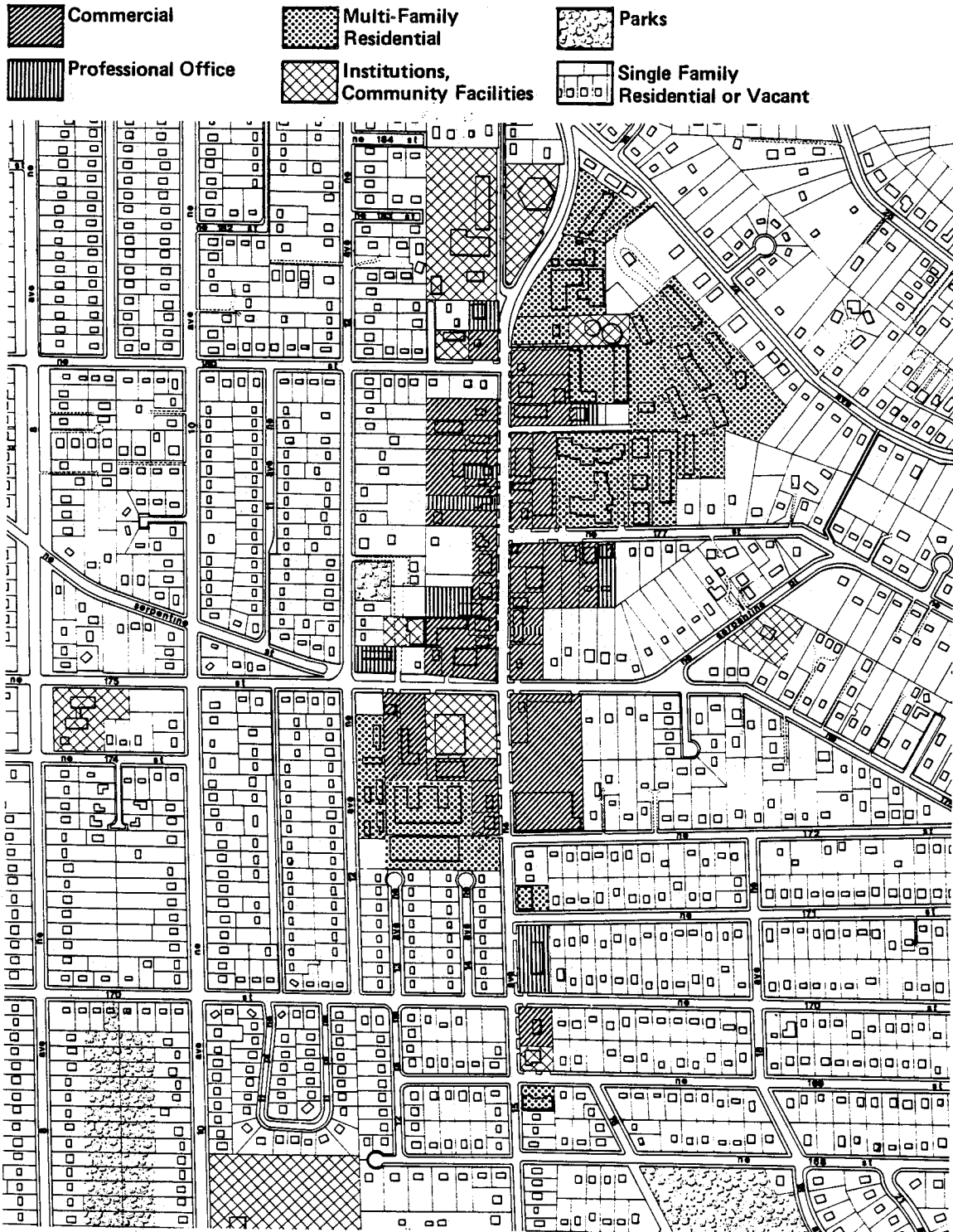


4

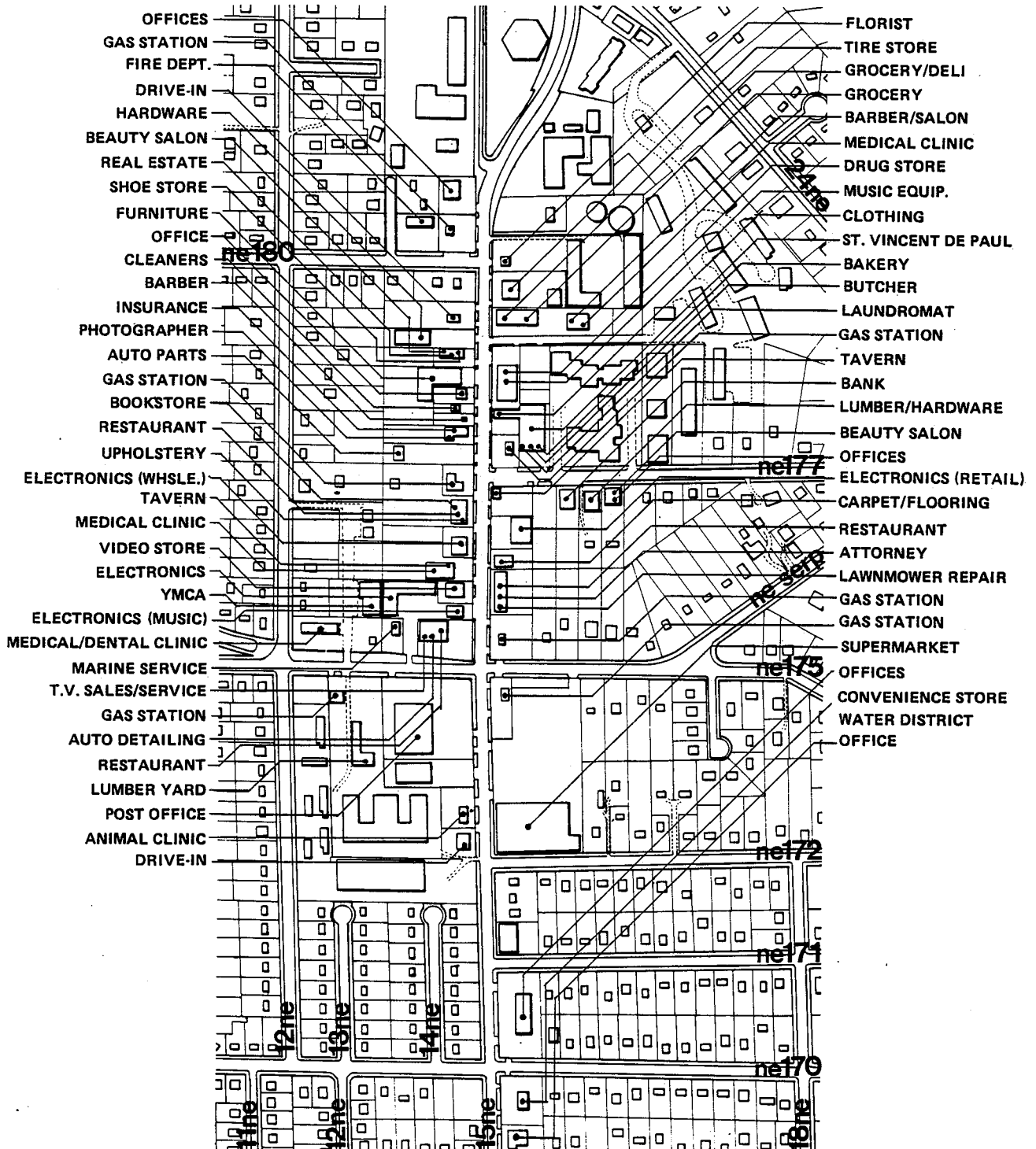
Existing Land Use

Many different land uses are allowed within each zoning category. The map below shows the current land use in North City. It gives a more accurate picture of the way land is used than the zoning map on the previous page. One example of this difference is professional office uses, which are located in commercial zones throughout North City. Community facilities and parks are also shown on this map.

The map on the opposite page shows the types of businesses that are located in North City. This map provides additional information about how individual parcels of land are used.



Community Businesses



Shape of the Business District







Two streets, NE 175th St. and 15th Ave. NE provide access to the commercial area. 15th Ave. NE is a major north-south arterial which serves the eastern half of the Shoreline area. It continues through North City to the county line at NE 205th St. NE 175th St. runs east from Interstate 5 to North City, providing a major commuter route to Seattle and Lynnwood. East of North City, the character of NE 175th St. changes from that of a major arterial to a residential street.

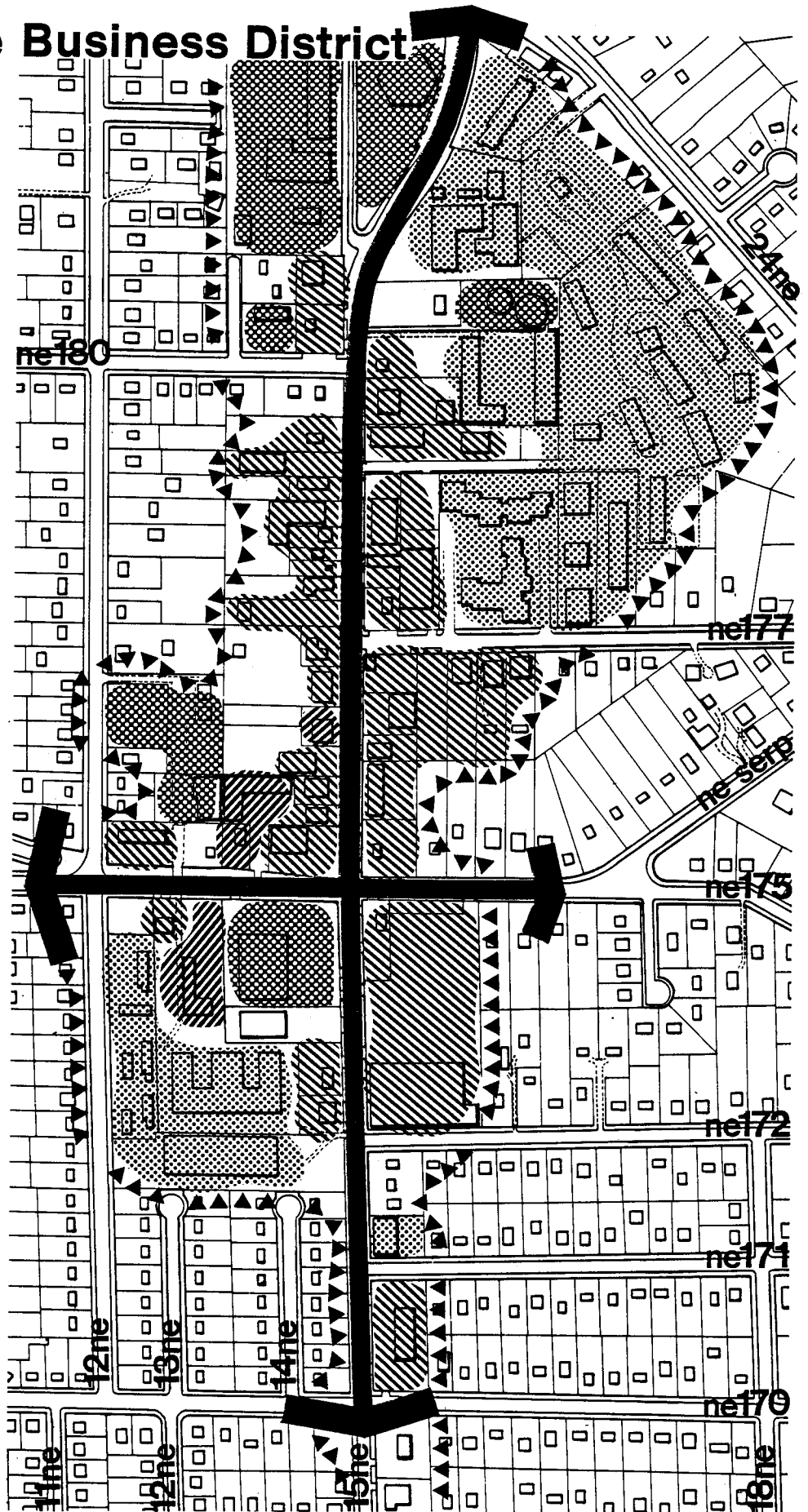
The business district has developed along these two arterials. Virtually all street frontage is used. However, the interior of some commercial lots are vacant providing some room for growth. This aspect is further described in the section "Vacant and Marginal Use Land."

Multi-family residential developments lie northeast and southwest of the business district. These uses provide a smooth transition to the adjacent single family neighborhoods. Northwest and southeast of North City, commercial development abuts single family areas.

The single family neighborhoods which surround North City separate it from other commercial areas. This separation provides an identity for North City by giving it observable limits.

Shape of the Business District

-  Commercial - Retail, Professional Office
-  Commercial - General
-  Multi-Family Residential
-  Community Facilities
-  Single Family Residential Edge
-  Major Arterials



Market Area Study

This section provides information on various characteristics of the market area and also estimates the level of retail business activity in North City. Based on this assessment, business district needs and opportunities are identified.

TYPE OF BUSINESS DISTRICT

Business districts are categorized as neighborhood, community or regional centers depending on size, population served and the range of goods and services sold by the different businesses. North City functions most like a neighborhood center. It has 67 businesses, 33 are retail stores, 19 are offices and 15 are other commercial operations. These businesses occupy about 190,000 square feet. The commercial area serves a population of just under 14,000 people.

THE MARKET AREA

The market area extends 3/4-1½ miles from the center of the business district. It is generally bounded by I-5 on the west, 35th Avenue NE on the east, NE 195th St. on the north and NE 145th St. on the south. A number of shopping centers surround North City. These include: Aurora Village, Lake Forest Park, Ballinger Road, the center at 15th Ave. NE and NE 145th St., and the strip development along Aurora Avenue and Bothell Way.

POPULATION AND INCOME

Retail activity in North City is directly related to characteristics of the population; how many people there are, how much money they have and where they go to spend it. The North City market area contained about 4,400 households and a population of 14,700 people in 1970. A 1979 estimate, and 1980 census data, indicate that the population has decreased by about 900 people since 1970. While population decreased the number of households increased by 650, indicating that there are fewer people per household. Available information indicates that household size decreased from 3.4 persons in 1970 to 2.7 persons in 1980.

There are a wide range of incomes in North City. The average income in 1970 was about \$12,800, slightly higher than the county-wide average. In 1980, the average income was estimated to be \$19,000. The percentage of people with low and moderate incomes is probably very close to what it was in 1970; 20% with moderate incomes and 3.5% below poverty.

This population and income information generally indicates that the amount of disposable income has and will continue to increase. This results from the smaller household size coupled with the greater number of households. These two changes usually mean that there are a greater number of two income households, increasing the total amount of disposable income within the market area.

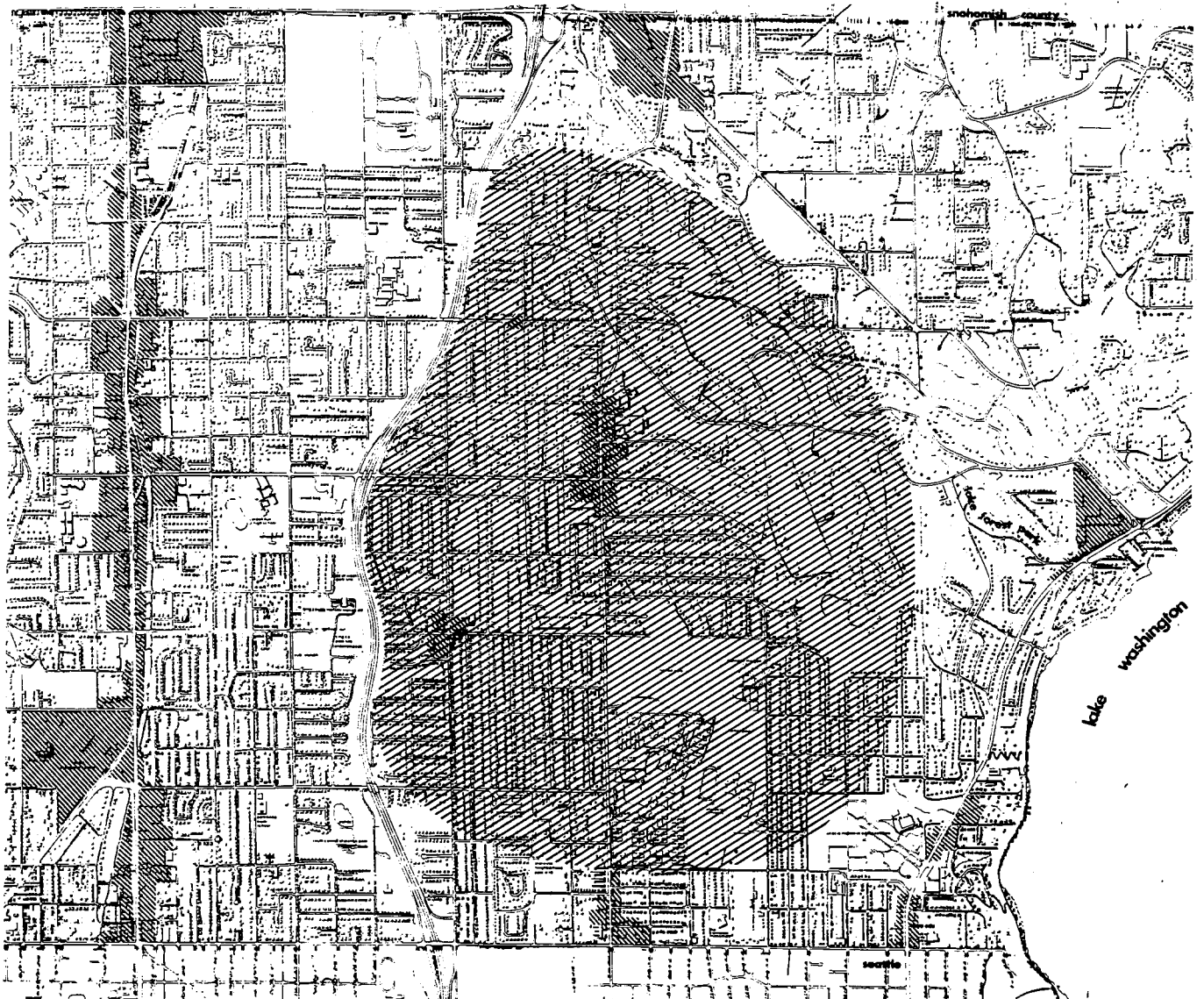
CHARACTERISTICS OF BUSINESS DISTRICTS IN COMPARISON TO NORTH CITY

CHARACTERISTIC	NEIGHBORHOOD BUSINESS DISTRICT	COMMUNITY BUSINESS DISTRICT	NORTH CITY BUSINESS DISTRICT
USES	Convenience retail, services, offices, mixed use, multi-family residential	Convenience and comparison retail, offices, services, govn. facilities, light industry, general commercial, multi-family residential	Convenience retail, general commercial, office use multi-family residential, govn. facilities
SIZE OF MARKET AREA	1-2 mile radius	3-4 mile radius	3/4-1½ mile radius
POPULATION OF MARKET AREA	20,000	60,000 - 80,000	13,800
NUMBER OF BUSINESSES	15	16 - 50	65
TOTAL SPACE OCCUPIED BY BUILDINGS	30,000 - 120,000 sq. ft.	100,000 - 350,000 sq. ft.	190,000 sq. ft.

Market Area

 Existing Commercial Areas

 North City Market Area



Market Area Study

DEMAND AND SUPPLY ANALYSIS

The demand and supply analysis provides business owners with the information they need to make a number of business decisions. Those who want to increase sales need to know if there is sufficient uncaptured demand in the market area to justify additional marketing attempts or expansion of their buildings. Similarly, businesses looking for new locations need to know if there is enough uncaptured demand in the area to justify them locating there.

This analysis was prepared using the following method. Businesses were grouped by type into six different categories: food stores; food service (restaurants, fast food, taverns); personal services; personal care products; home improvements; and other retail. Supply, or the volume of potential sales, was calculated by determining the square footage of the different categories of businesses, then multiplying it by an average annual sales figure per square foot. Determining demand involved multiplying the population of the market area by an average annual per person, or household, expenditure for the goods and services sold by the different businesses.

The table below shows the results of this analysis. Demand for all goods and services sold in the district is greater than the sales capacity of the businesses. Restaurants, personal care products stores and other small retail operations such as a hobby shops, sporting goods/photography stores or specialty clothing stores, have the greatest opportunity for increased sales. Grocery and other types of food stores have the least opportunity for growth.

Given present and future conditions in the market area, North City will remain an important neighborhood business district. The primary business activity will continue to be the sale of retail goods and services which meet the day to day needs of local residents. In addition to retail businesses, there will be a number of offices and other commercial operations.

Changes in the number and make-up of households, and income patterns show that disposable income has and will continue to increase. This trend, along with the large amount of uncaptured demand, means there are opportunities for the steady growth of businesses. Along with improving the function and appearance of the district, individual businesses, and a local business association, should aggressively market the district to take advantage of opportunities to generate more business activity in North City.

Type of Business	Supply	Demand	Uncaptured Demand
Food Stores	\$9,796,700	\$11,922,000	\$2,125,300
Groceries			
Bakery			
Meat Market			
Food Service	1,279,100	6,262,200	4,983,100
Restaurants			
Fast Food			
Personal Services	246,100	720,300	474,200
Beauty Shop			
Barber			
Cleaning			
Personal Care Products	377,200	1,690,500	1,313,300
Drug Store			
Grocery Store			
Home Improvements	746,500	1,131,900	385,400
Hardware			
Lumber			
Garden			
Other Retail	389,000	1,014,300	625,300
Clothing			
Shoes			
Totals	\$12,834,600	\$22,741,200	\$9,906,600

Vacant and Marginal Use Land

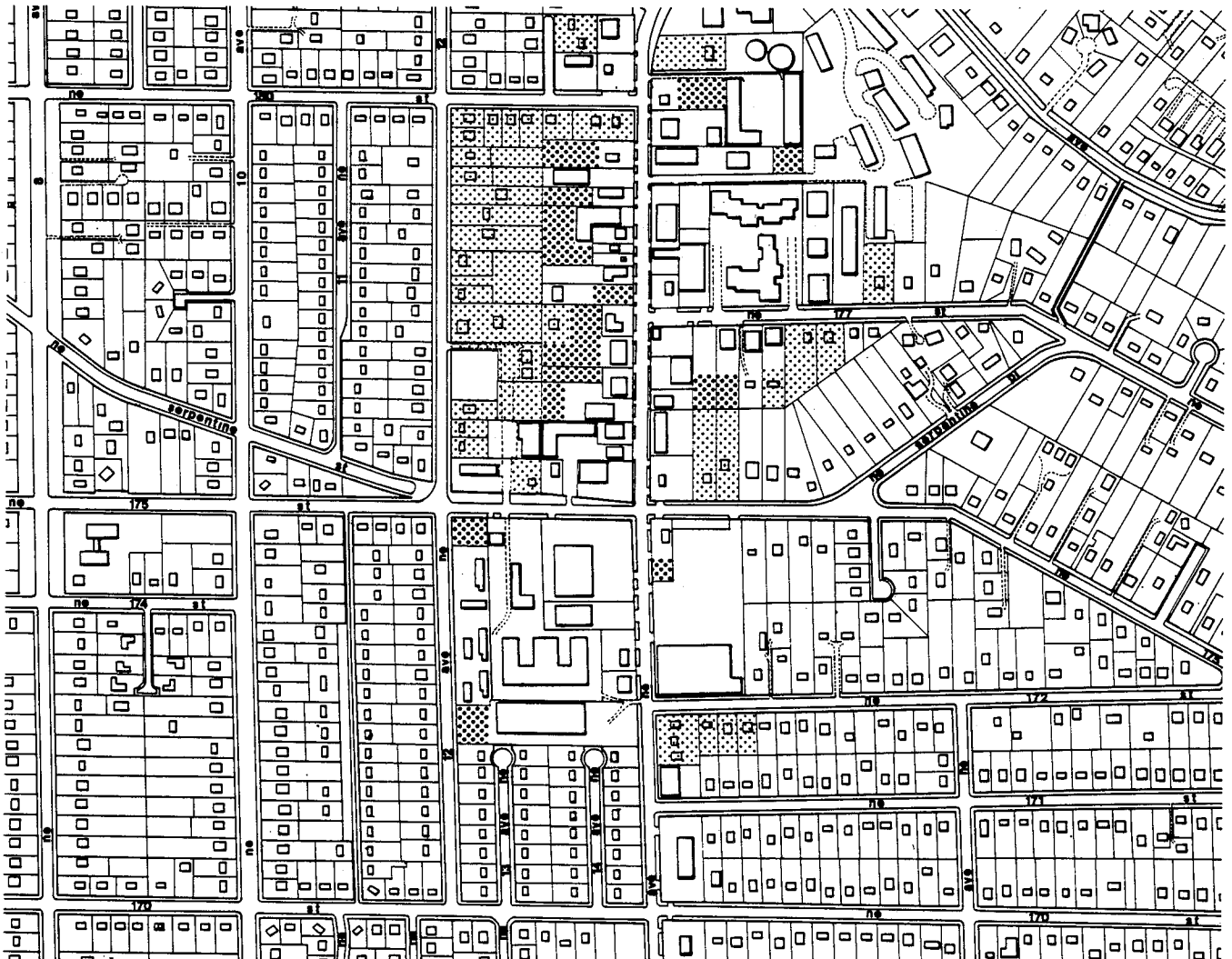
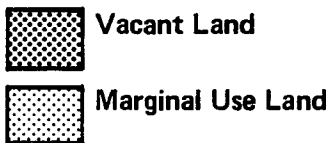
The map, below, indicates vacant and marginal use commercial property in North City.

Vacant land is defined as that additional land which could be developed under existing zoning. In some cases, this land may currently be used as extra parking for some businesses. Its location, or lack of good access, may have prevented development in the past.

Marginal use land is that which has a higher use allowed by existing zoning. One example is a single family home on a lot which is zoned for a commercial use.

These two categories, vacant & marginal use, contain approximately 300,000 square feet of land. This amount of site area would typically yield about 100,000 square feet of one story building when developed. If additional floors were built, this figure would increase accordingly.

Development of this land will require some physical improvements to the auto/pedestrian circulation system and some guidelines for new development. These improvements and guidelines will help ensure that this additional development compliments and supports existing businesses, instead of aggravating old problems. These physical improvements and development guidelines are further described in the section: Recommendations.



Traffic Volumes

The map, opposite, depicts current volumes of traffic per day in North City.

As previously described, 15th Ave. NE and NE 175th St. are the major arterials serving the business district. 15th Ave. NE provides a north-south connection between Seattle and Snohomish County. NE 175th St. links North City to the freeway which lies approximately 10 blocks west. Traffic volumes on these streets range from about 12,700 to 15,600 vehicles per day. Other streets in North City function as neighborhood collectors or collector arterials, bringing traffic from the surrounding residential areas to North City.

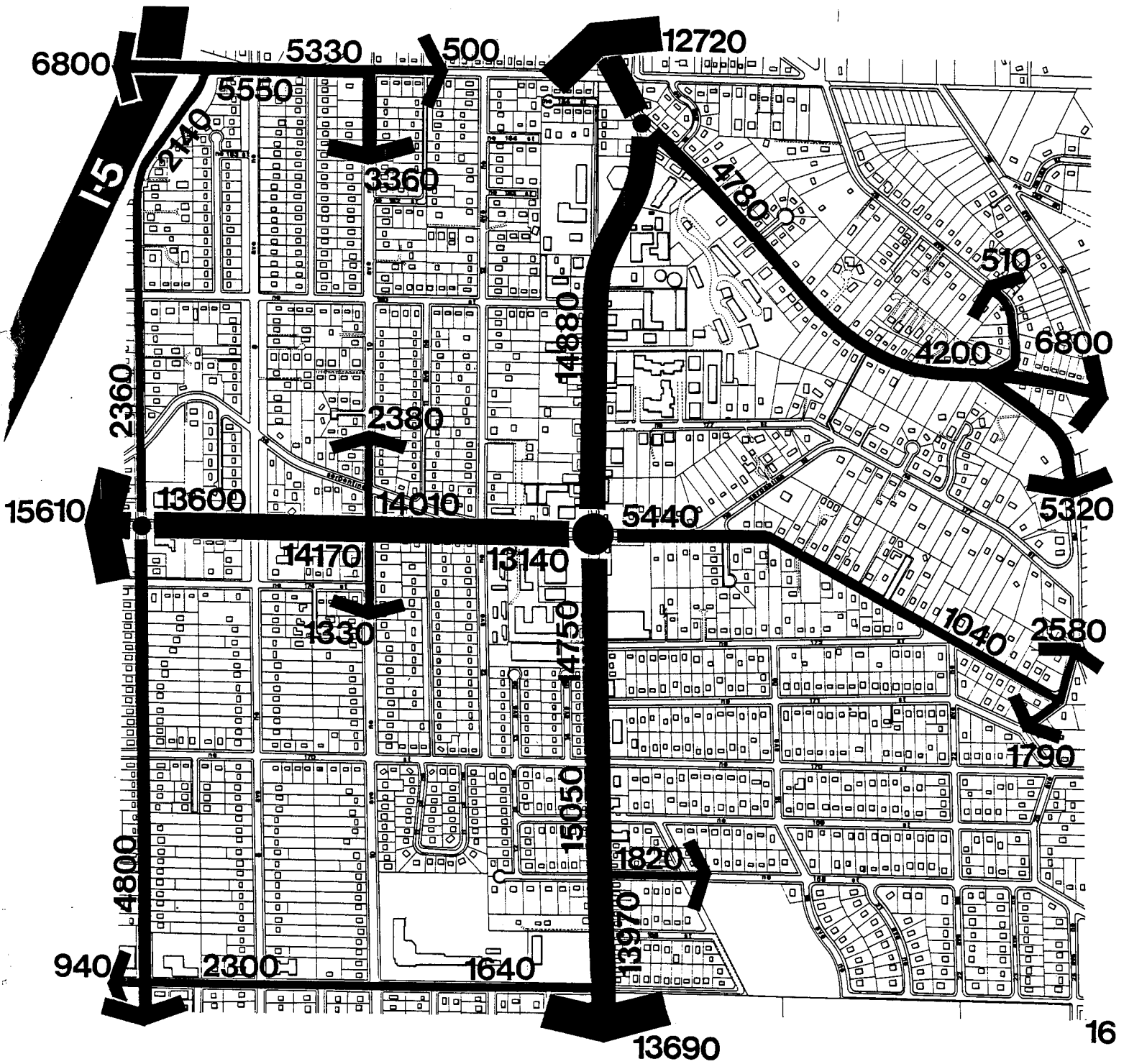
In general, the street system in North City is adequate. For example, either NE 175th St. or 15th Ave. NE could handle an additional 6000 cars per day and still be within accepted standards.

The Shoreline Transportation Study, developed during earlier work on the Shoreline Community Plan, looked at future volumes of traffic throughout the area. Information relating to North City predicts that total traffic volumes will increase only slightly in the next ten years, on the order of two to ten percent depending on the street considered. In addition, population predictions, as described in the Market Area Study, show that the total population will remain stable or decline slightly. These factors indicate that major street system improvements should not be necessary within the next 6 to 10 years.

However, there are some ways the street system can be improved. Street system projects will concentrate on operational improvements, pedestrian crossings and sidewalk improvements.

Traffic Volumes

AVERAGE DAILY TRAFFIC










Development Possibilities

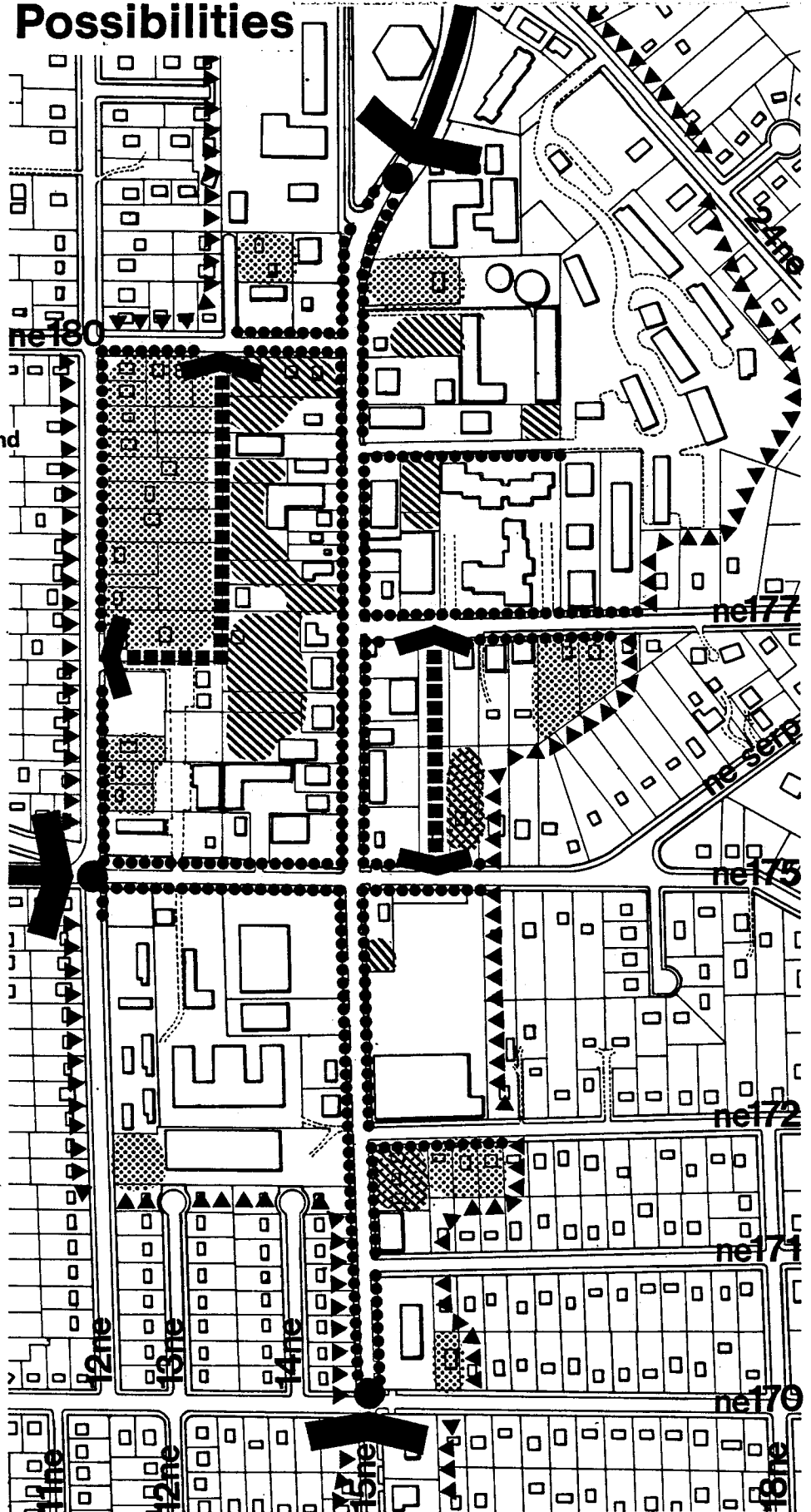
The intent of this development guide is to propose capital projects and development guidelines which will result in an improved business district. These projects and guidelines are directed toward improving the function and appearance of the commercial area. The map, opposite, indicates some development possibilities for the business district. These possibilities include:

- o Encouraging full development of vacant or marginal use commercial property,
- o Improving the function of the street system,
- o Improving existing sidewalks and walkways,
- o Developing new crosswalks, walkways and sidewalks where none exist,
- o Providing improved landscaping within street right-of-ways,
- o Encouraging improved landscaping on private property,
- o Improving the identity of North City by emphasizing entrances to the business district,
- o Encouraging full development of existing multi-family properties, and
- o Improving existing store fronts.

These possibilities form the basis of the next section: Recommendations.

Development Possibilities

-  Entrances to the Business District
-  Improved Sidewalks with Street Trees
-  New Access Streets
-  Undeveloped Commercial Land
-  Undeveloped Mixed Use Land
-  Undeveloped Multi-Family Residential Land
-  Single Family Residential Edge



Existing Capital Projects

This Development Guide builds on capital improvement projects previously proposed and adopted by the County. Three such projects are proposed within the commercial area and are described below.

1. Add a left turn signal phase, allowing controlled left turns from north-bound 15th Ave. NE to west-bound NE 175th St.
2. Provide a traffic signal and pedestrian crossing at the intersection of 15th Ave. NE and NE 177th St.
3. Provide a traffic signal at the intersection of 15th Ave. NE and 24th Ave. NE.

The map, below, indicates the location of these additional projects.



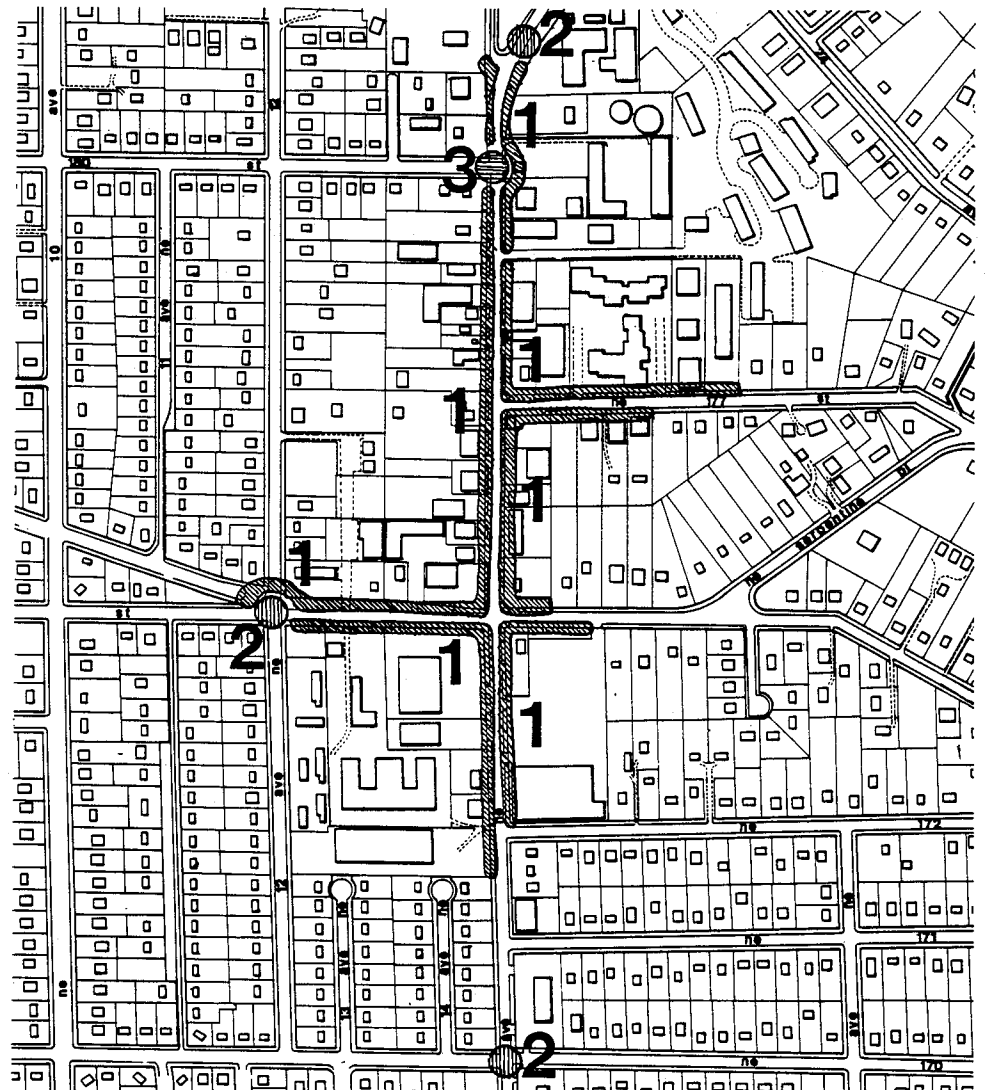
Recommendations

This section contains proposals for a variety of improvements for North City. Some improvements are in the form of capital projects, specific construction projects which will correct an existing deficiency. Others are proposed as development guidelines for new and existing businesses. Finally, some general goals are defined which will help guide future decisions about North City.

The first portion of this section proposes capital projects. The map, below, indicates the location of these projects. The projects are described in further detail on the following pages.

Capital Projects

1. Develop an improved sidewalk system along 15th Ave. NE from NE 170th St. to approximately NE 182nd St., if extended; and along NE 175th St. from 12th Ave. NE to approximately 16th Ave. NE, if extended; and along NE 177th St. from 15th Ave. NE to approximately 17th Ave. NE, if extended.
2. Define the northern, southern and western entrances to the business district at 15th Ave. NE and approximately NE 182nd St., if extended, 15th Ave. NE and NE 170th St. and at 12th Ave. NE and NE 175th St.
3. Develop a crosswalk at the intersection of NE 180th St. and 15th Ave. NE.



Project 1 Develop an Improved Sidewalk System

Good sidewalks reduce traffic congestion by providing an additional way to move from business to business. In areas like North City which have a large amount of multi-family housing nearby, sidewalks become an important link between the business district and surrounding neighborhoods. The existing sidewalk network in North City is adequate. However, it is missing some key segments which could greatly improve the total system.

The map, opposite, depicts the scope of improvement that is proposed. Areas which require new sidewalks and street trees are shown. This project has been divided into two phases, based on street configurations. Generally, first phase improvements would take place within county right-of-way where sidewalks do not exist. These areas have enough additional right-of-way width to accommodate the sidewalks. Second phase improvements are proposed for those areas where sidewalks are located on private property, adjacent to the roadway. The first phase includes those segments along NE 175th St., from 12th Ave. NE to 15th Ave. NE, and along NE 177th St. from 15th NE to about 17th Ave. NE, if extended. The second phase would improve those sidewalks along 15th Ave. NE from NE 172nd St. to about NE 182nd St. if extended. In addition, some smaller segments on NE 175th St. and NE 177th St. east of 15th Ave. NE, and on NE 180th St. west of 15th Ave. NE, would be improved.

When this total sidewalk improvement is complete, pedestrians will find the North City business district safer and easier to use. The pages which follow describe this project and its two phases in greater detail.

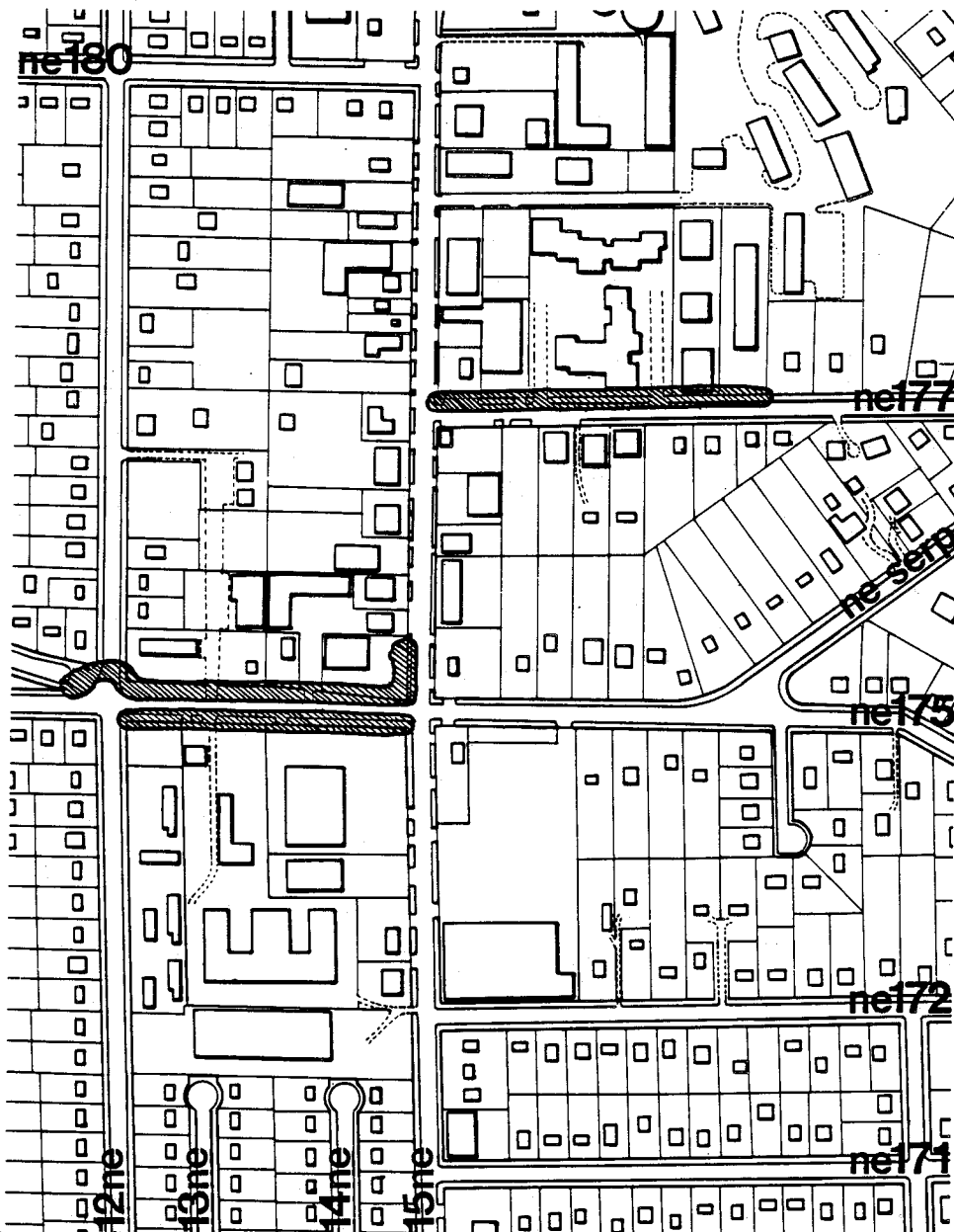
Project 1: phase 1

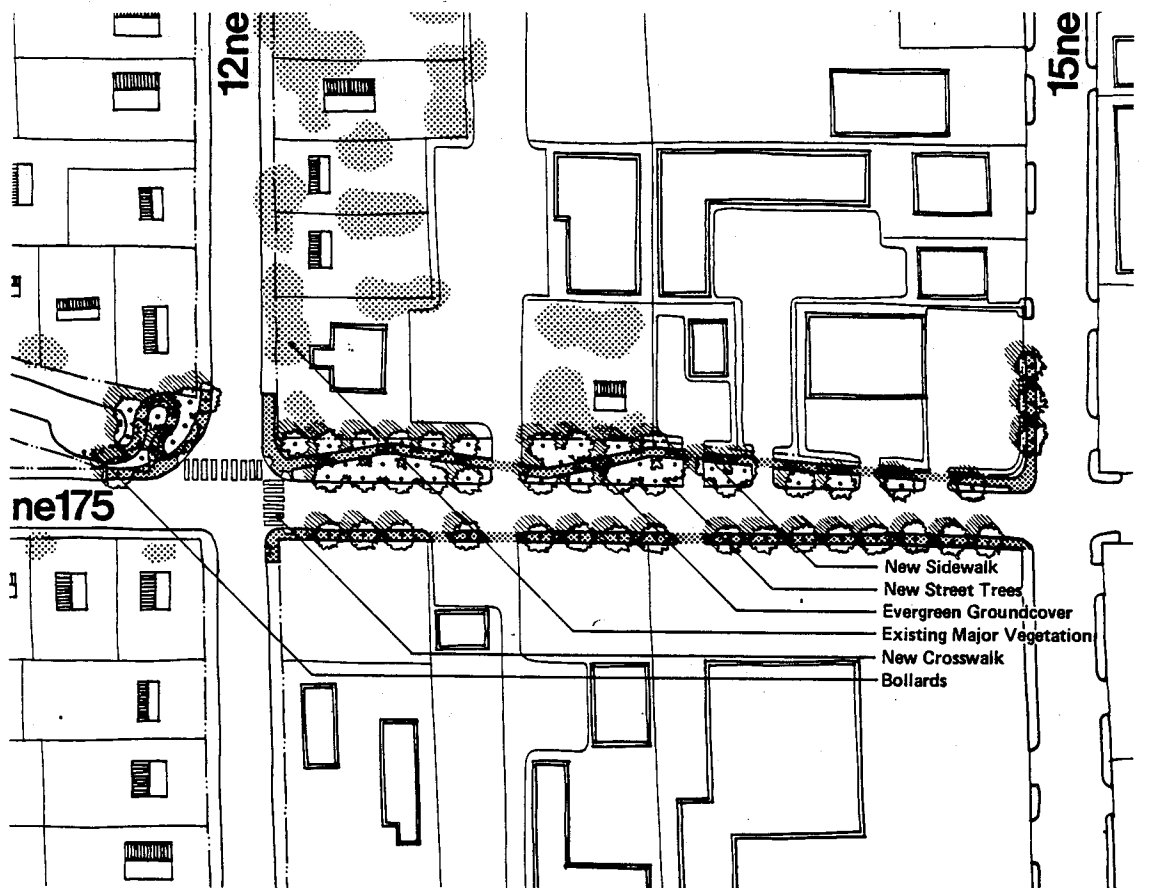
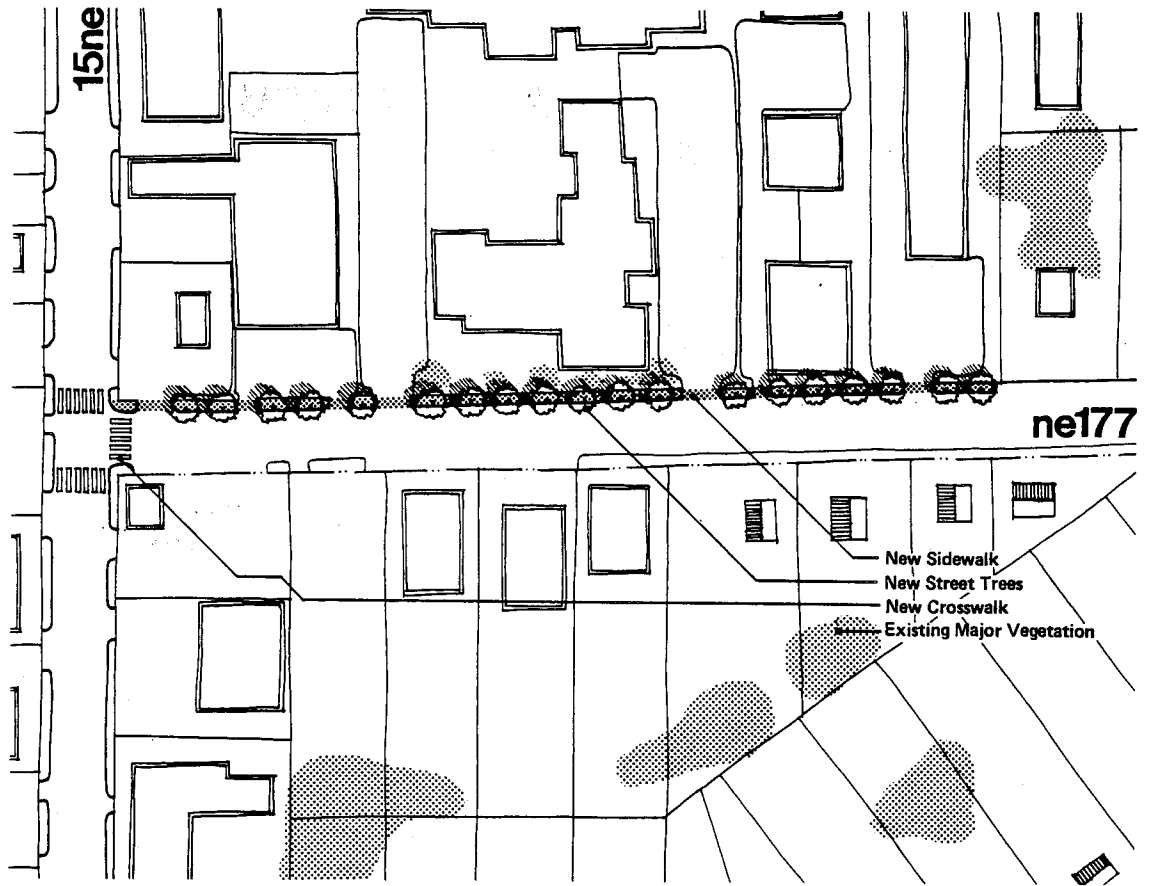
The first phase of this project proposes that new sidewalks be constructed within the street right-of-way, in the areas shown on the map below.

The portion of this project which is along NE 175th St. currently has gravel/dirt walkways that are in poor condition. This segment is along a primary route to the commercial area for both pedestrians and automobiles. Its condition is both a safety hazard and a visual blight. At the northwest end of this project, a ramp and additional landscaping is proposed to connect the existing street end to NE 175th St. This area is now a dirt slope which is heavily used by pedestrians.

The portion along NE 177th St. has no pathway at all. People living in the multi-family area east of North City must walk in the street to get to the business area, creating another unsafe situation.

These sidewalks would generally be eight feet wide and would include street trees and an evergreen ground cover. The drawings, opposite, further describe these two projects.





Project 1: phase 2

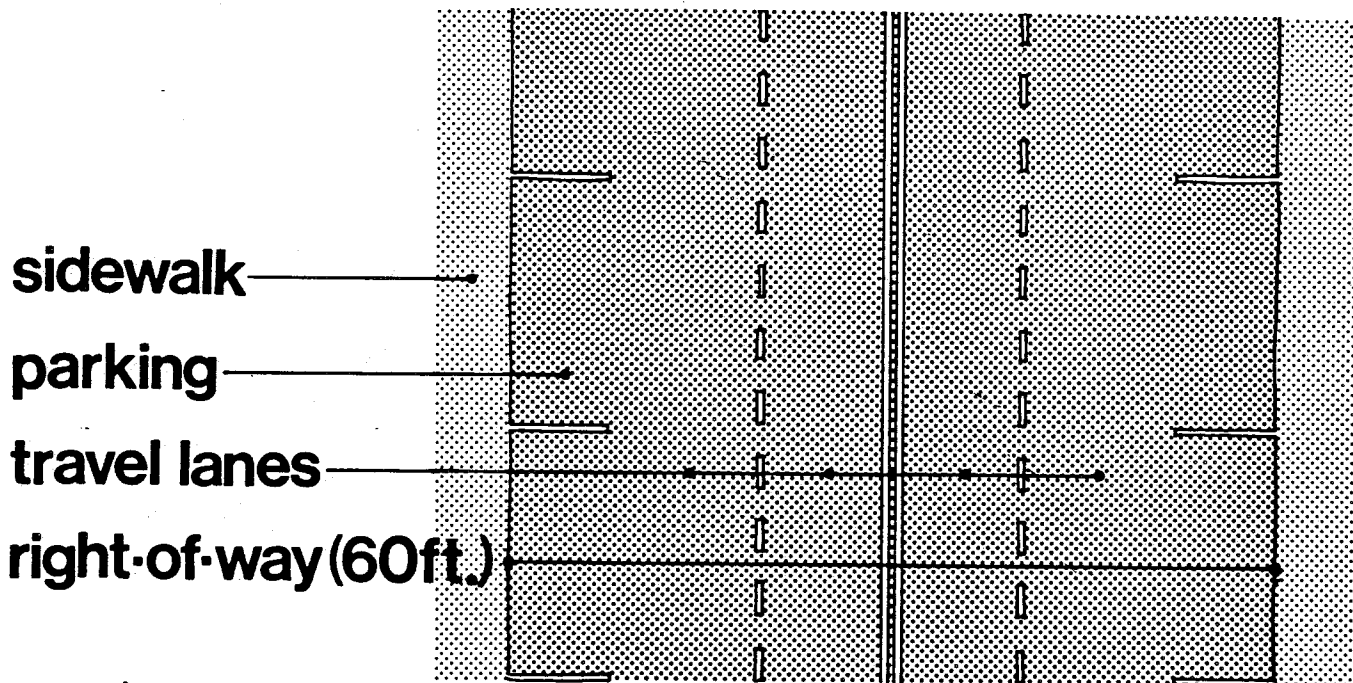
The second phase of this project would generally take place in those areas where the existing sidewalks are on private property. The drawing, below, shows the current configuration of 15th Ave. NE. The street right-of-way is filled by four travel lanes and two parking lanes. The sidewalks are directly adjacent, outside of the right-of-way on private property.

Two methods of achieving a sidewalk/landscaping improvement are possible. One method, Alternative A, would place street trees outside of the sidewalk, on private property, providing a good definition of the sidewalk edge. This location also would provide some protection from automobiles in adjoining parking lots.

The second method, Alternative B, would involve restriping 15th Ave. NE to five lanes, adding a two way left turn lane (TWLTL). This restriping would result in the same number of travel lanes but remove the existing on-street parking. The existing "valley" gutter drainage may have to be modified. This restriping would allow street trees to be planted within the right-of-way and allow the sidewalk to be widened to about eight feet. The loss of on street parking would impact some businesses which have little parking of their own. For this reason, restriping should not be undertaken until a majority of business people along this street approve of the proposal. In addition, a local improvement district (LID)*, which requires majority consent, would probably be necessary to fund a portion of this project.

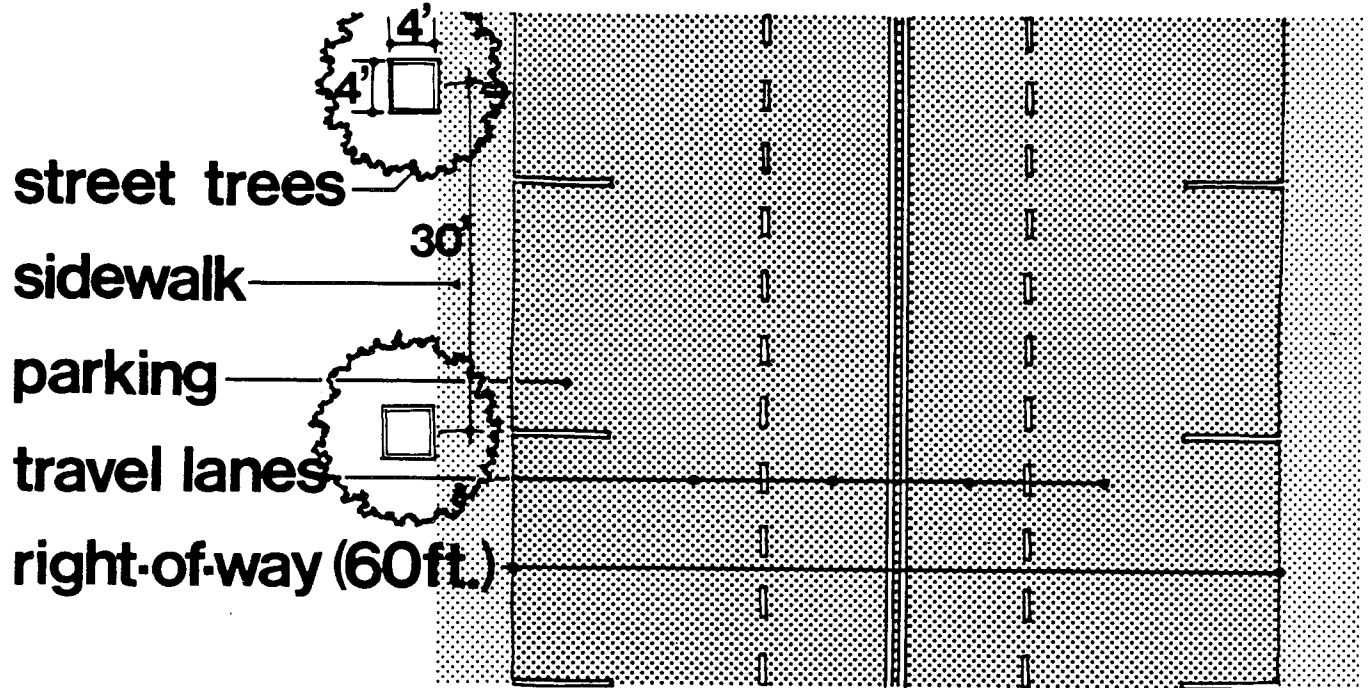
One of these methods should be used to improve sidewalks and increase landscaping along 15th Ave. NE. Area property owners and business people should decide which improvement is most appropriate.

Existing Condition

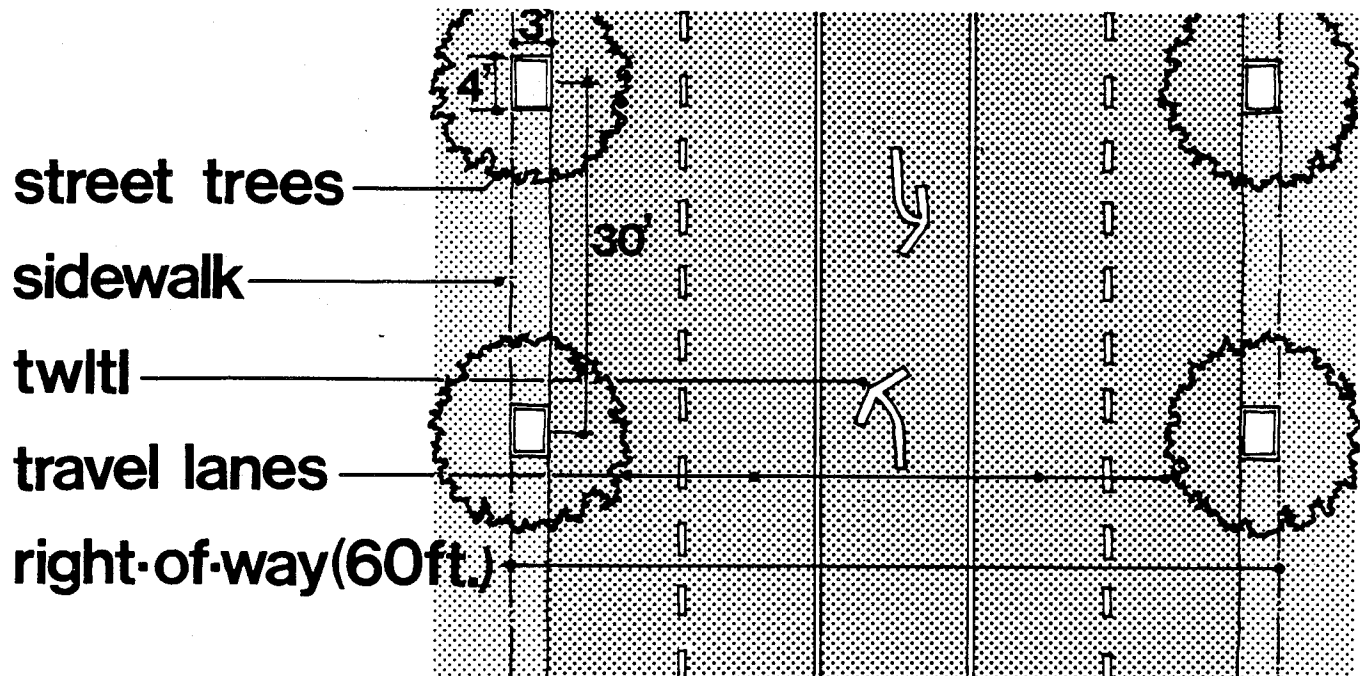


* Briefly, LID's are often appropriate when property owners want to undertake a major improvement. Generally, a portion of the project is paid for by property owners, based on the percentage of the project which abuts their property. When 60% of the owners agree to participate, the LID is formed. One benefit of this method is that the property owners, together, pay only about 50% of the total project cost. The remainder may come from county road funds or federal grants. Costs can also be spread over a period of up to 20 years, resulting in a low per year cost to each individual.

Alternative A



Alternative B



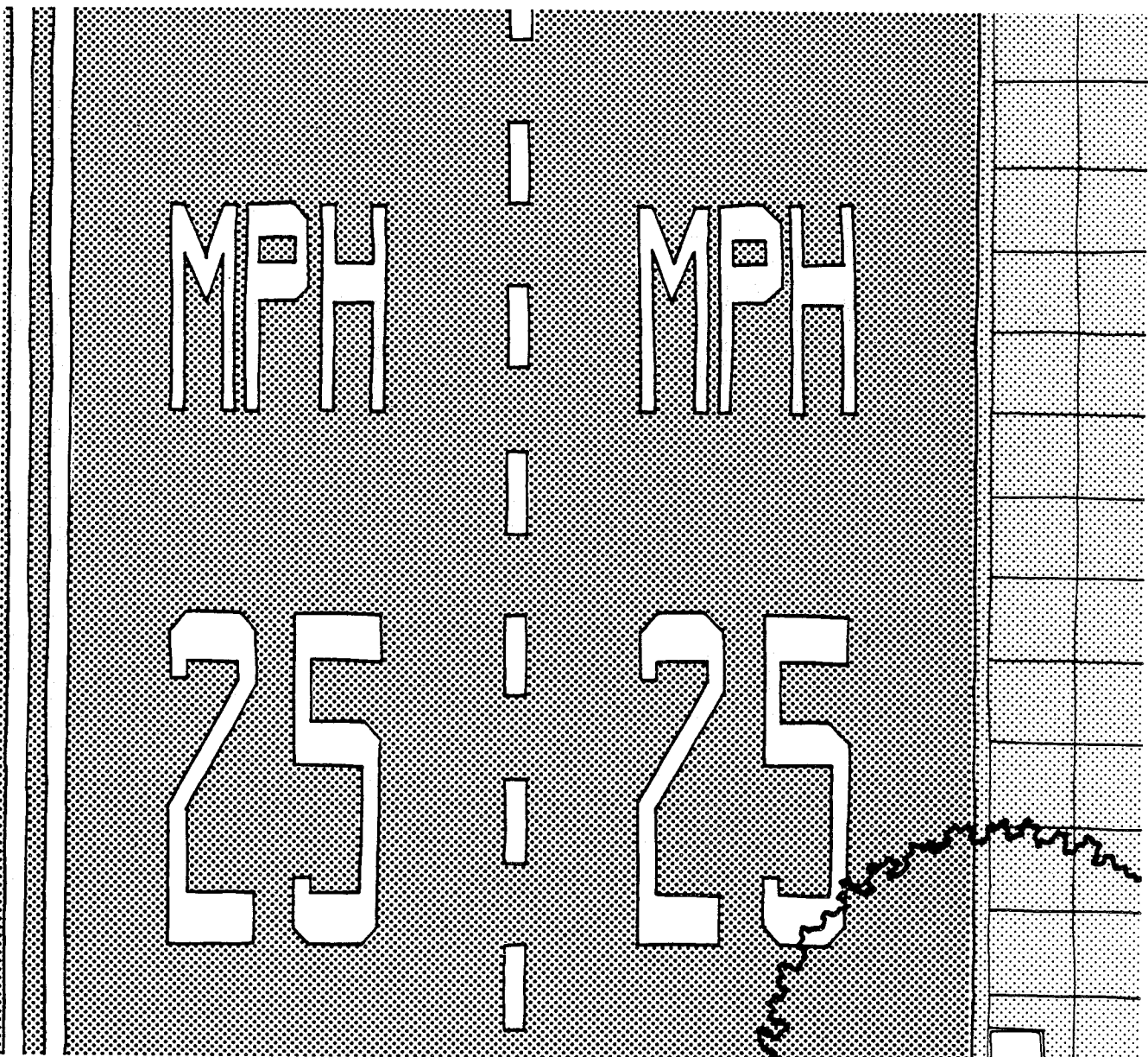
Project 2 Define the northern, southern and western entrances to the business district.

As was shown in the section "Traffic Volumes", 15th Ave. NE and NE 175th St. are the two major arterials which serve North City. This project proposes that the entrances to the business district be reinforced along these arterials to help provide an identity to North City. This feeling of entrance is an important step in making people aware of the commercial area.

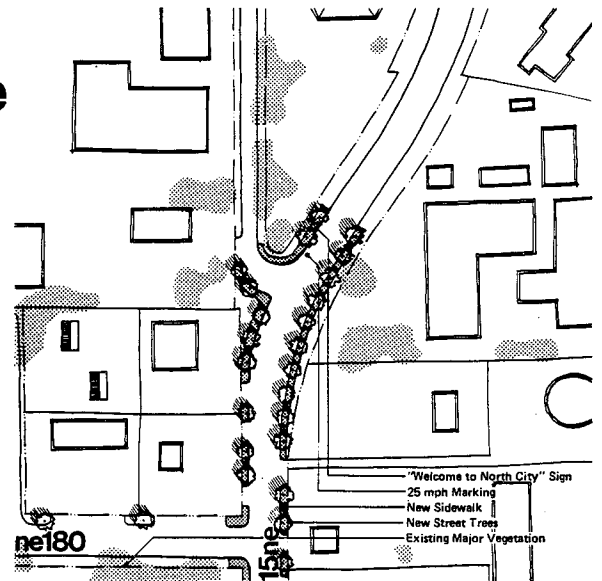
The sidewalk/landscaping improvements proposed in Project 1 will help emphasize this aspect. This project proposes two additional elements; a "25 MPH" pavement marking to encourage compliance with the existing speed limit, and a "Welcome to North City" sign located at the edge of the street. A typical pavement marking is shown below. The drawings opposite, show the location of these improvements in greater detail.

The "Welcome to North City" sign should be designed by members of the community, perhaps the result of a local design competition. Not only would the design of the welcome sign come from the community, but the competition itself could help improve community spirit.

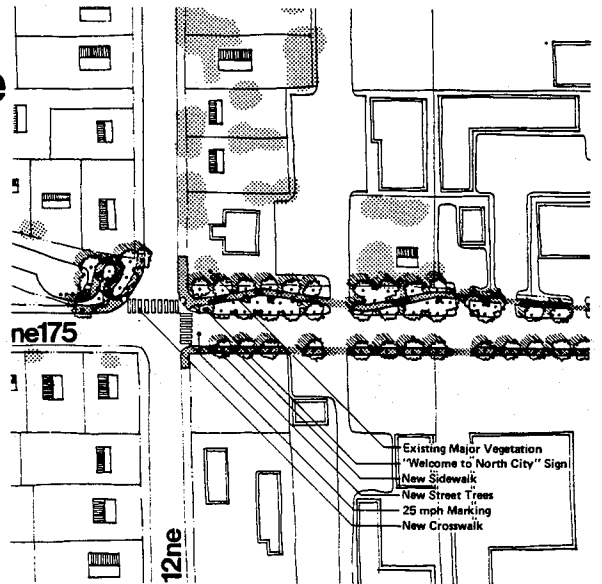
Pavement Marking



North Entrance



West Entrance



South Entrance

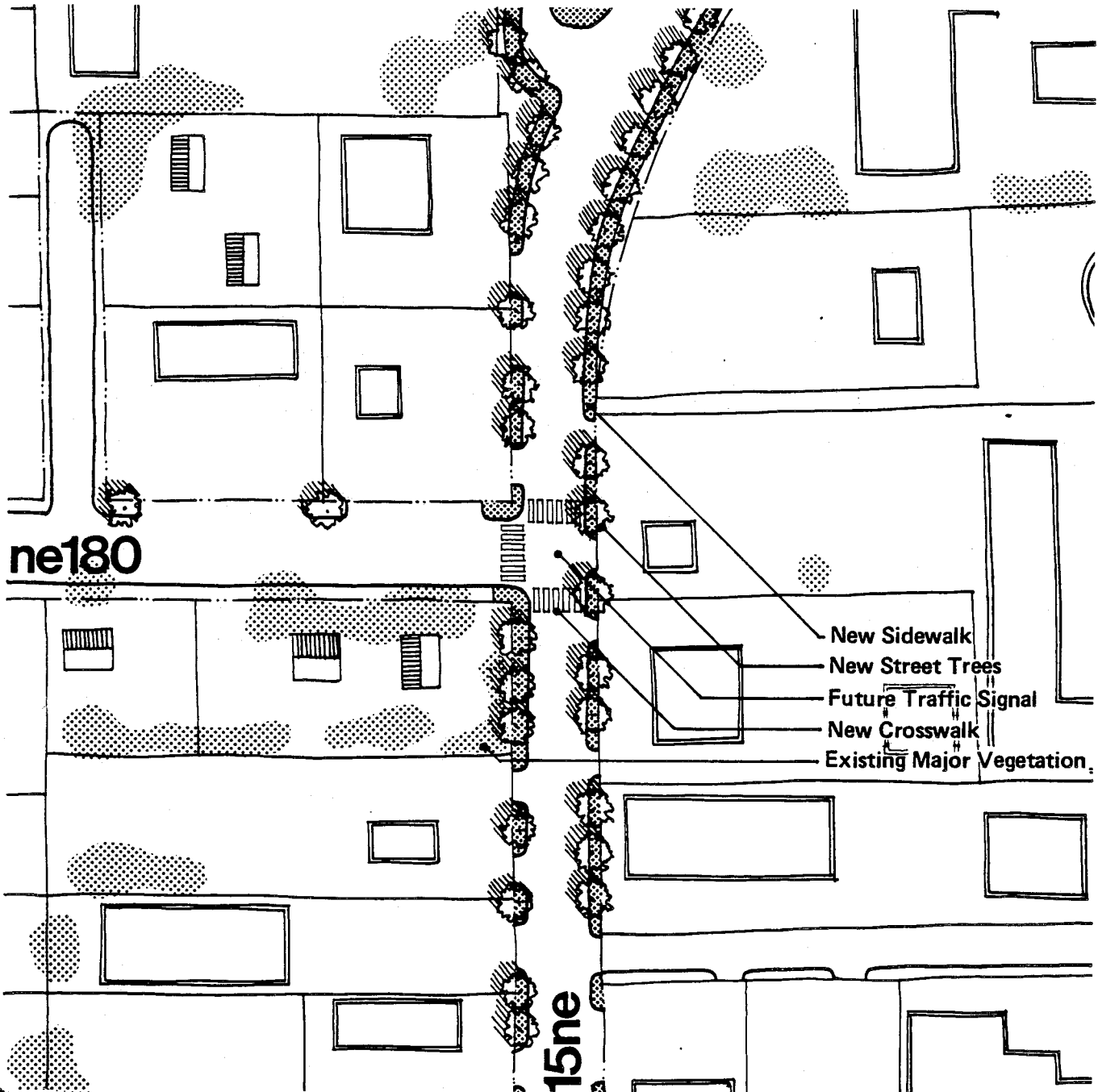


Project 3

Develop a crosswalk at the intersection of NE 180th St. and 15th Ave. NE.

This proposal is for a new crosswalk located at NE 180th St. and 15th Ave. NE. This intersection is used by a large number of pedestrians. Its location near a corner, and at the crest of a hill, make visibility difficult. A traffic signal would not be needed initially. However, with the fire station close-by on NE 180th, and the large amount of traffic on 15th Ave. NE, a signal is desirable in the future.

This crosswalk should be striped with wide white bars, instead of the standard two narrow parallel lines, to increase visibility. This type of crosswalk is further described in the section: Guidelines for Sidewalk Development. When this new striping is used, all other crosswalks in the business district should be similarly painted. If crosswalks are striped differently, they become difficult to see. A driver used to seeing boldly marked crosswalks may miss seeing one which is more traditionally striped.



Development Guidelines

This portion of the recommendations section proposes guidelines for new and existing developments in North City. Two methods could be used to carry out these guidelines.

One method would involve voluntary community action. Existing businesses could improve their property to the proposed guidelines in order to contribute to a general upgrading of the business district.

The second method would be to apply these guidelines as conditions of new development. Conformance to these guidelines would be required during review of building permit applications and future zoning re-classification requests. This method would insure that any new construction or major remodeling would be compatible with the goals and desires of the community.

Both methods of realizing these guidelines should be used.

The sidewalk, landscaping and access guidelines are each first discussed generally. Drawings and descriptions indicate the desired result. Then, these general guidelines are shown as they apply to specific properties in North City.

Guidelines for Sidewalk Development

A uniform treatment of sidewalks can provide a feeling of continuity within the business district. A common treatment also helps unify various widths and configurations of sidewalks. The drawing, opposite, depicts a typical section of sidewalk. The map which follows indicates where sidewalks should be developed.

Also shown is a proposal for crosswalk striping. This method of marking crosswalks has been used successfully in other areas of the country. It is especially effective in commercial areas where drivers are often distracted by advertising signs and traffic congestion.

STREET TREES

Street trees provide visually pleasing results at low cost. They soften and define the edges of the street and provide a pleasant environment for the pedestrian and shopper. In areas such as North City which have mature trees, street trees reinforce the visual qualities of the existing vegetation.

Street trees should be placed in openings about four feet in diameter to ensure that an adequate amount of moisture will reach the soil. The openings can be covered using a variety of methods. Tree grates provide protection and allow for easy passage of moisture. Perforated concrete pavers, while not as visually rich, serve a similar purpose. Any method used should allow for expansion to accommodate tree growth.

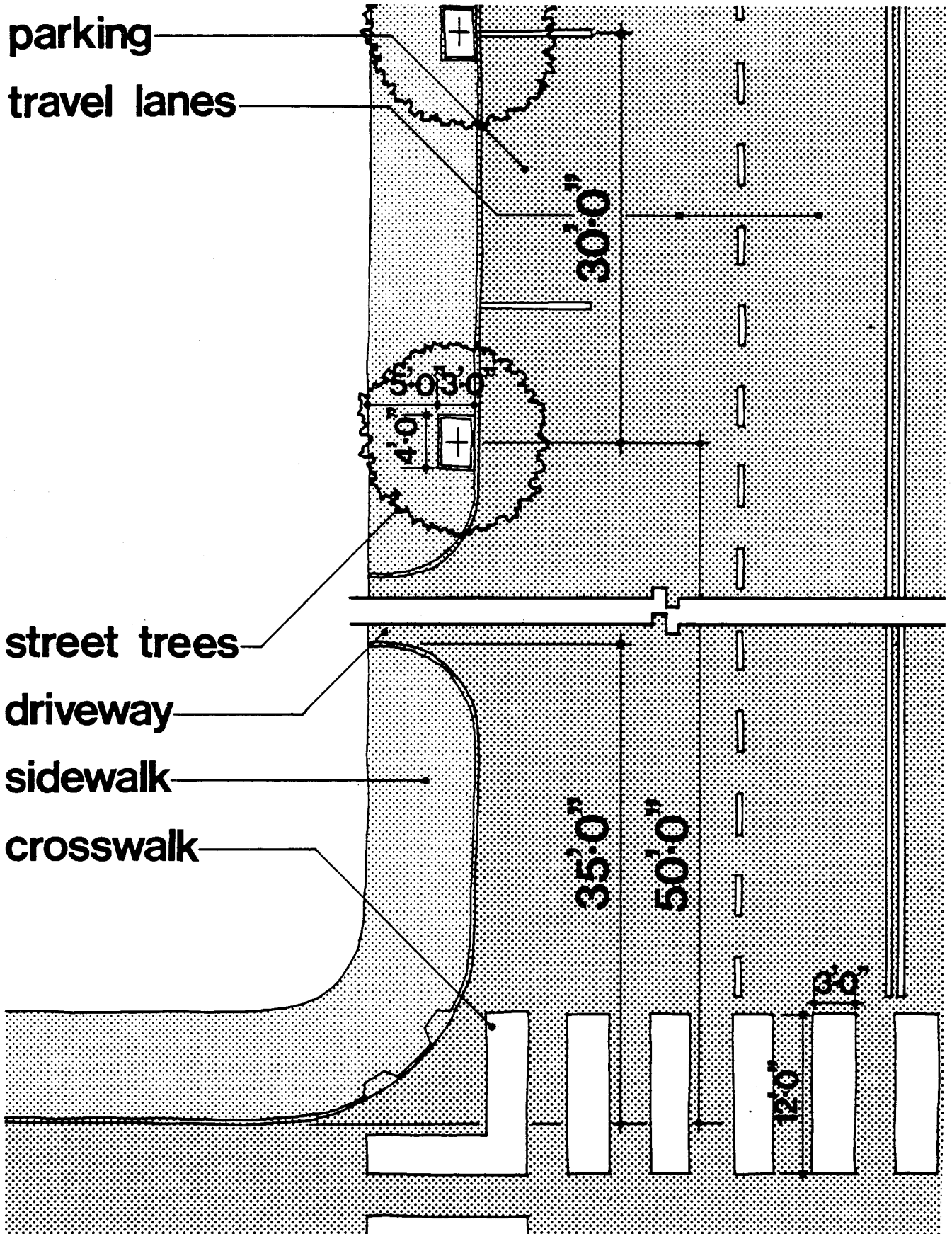
Street trees should be planted a maximum of thirty feet, trunk to trunk. Closer spacing is often appropriate. Trees should be placed at least 2'6" from the street edge-3'0" if space allows. This distance will afford some protection from passing vehicles, particularly tall vans and buses.

Deciduous trees are recommended. Given our climate with its numerous gray days, it is desirable to have maximum sun penetration in winter and some shade in summer, which deciduous trees provide. In addition most coniferous species do not lend themselves to the pruning of lower branches, necessary for clearance. Many deciduous species develop naturally into a canopy type growth, which allows sufficient clearance.

The following are some commonly recommended species. There may also be other species suitable for use as street trees.

Genus Specie Variety	Common Name	SMALLER TREE	MEDIUM STREET	LARGE BOULEVARD
Acer campestre	Hedge maple		•	
Acer davidi	David's maple		•	
Acer platanoides	Norway maple		•	
Acer pseudoplatanus	Planetree maple			•
Acer rubrum	Red maple		•	
Acer saccharum	Sugar maple		•	
Aesculus carnea	Rhorsechestnut		•	
Aesculus hippocastanum	Horsechestnut			•
Betula nigra	Black birch		•	
Betula papyrifera	Paper birch		•	
Carpinus betulus	European hornbeam		•	
Carpinus caroliniana	American hornbeam		•	
Castanea mollissima	Chinese chestnut			•
Castanea sativa	Spanish chestnut			•
Cercidiphullum japonicum	Katsura tree		•	
Dovidia involucreta	Dove tree	•		
Fagus sylvatica	European beech			•
Fagus sylvatica cuprea	Copper beech			•
Fagus sylvatica purpurea	Purple beech			•
Ginkgo biloba	Ginkgo			•
Gleditsia triacanthos inermis	Thornless honey locust		•	
Liquidambar styraciflua	Sweet gum		•	
Liriodendron tulipifera	Tulip tree			•
Magnolia kobus	Kobus magnolia		•	
Malus spp.	Flowering crabapples		•	
Platanus acerifolia	London plane		•	
Prunus spp.	Flowering cherries		•	
Quercus borealis	Red oak			•
Quercus coccinea	Scarlet oak		•	
Quercus illex	Holly oak	•		
Tilia cordata	Linden basswood		•	
Umbellularia californica	California laurel	•		
Zelkova serrata	Zelkova		•	

Typical Sidewalk



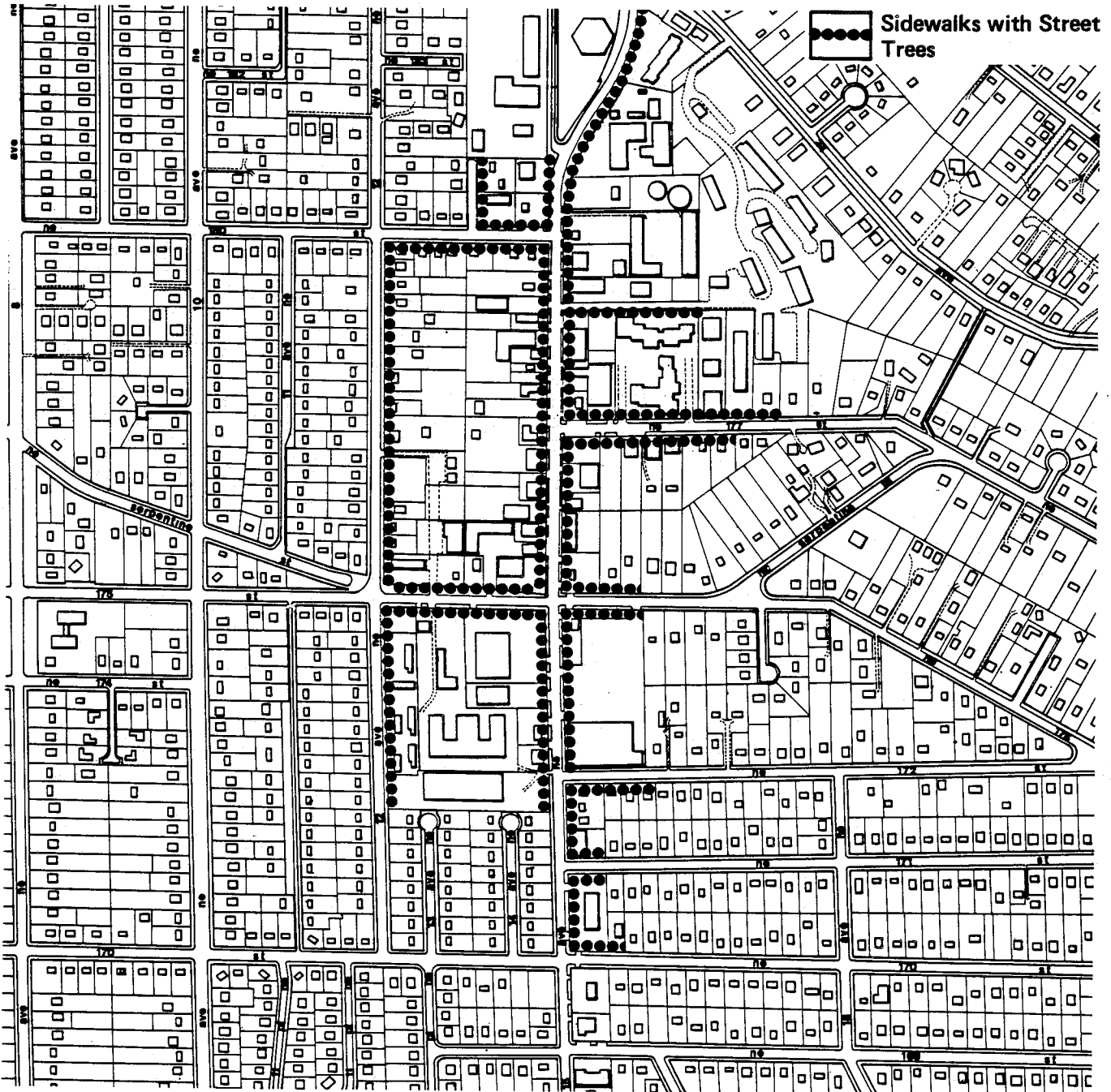
Sidewalk Locations

The map, below, indicates where new sidewalks with street trees should be developed. The sidewalks shown would be developed in one of three ways:

1. By King County as part of a capital improvement project,
2. By King County and property owners as part of a Local Improvement District, or
3. By property owners as a condition of new development.

Basically, these improvements would be required on all street frontage adjacent to multi-family, commercial or public/institutional development. In areas where sidewalks exist, some minor improvement or tree planting may be all that is needed. Where no sidewalks currently exist, a more complete upgrading will be necessary.

This method of sidewalk improvement will eventually result in a complete sidewalk network for North City which will link major residential developments to the commercial area.



Landscaping Guidelines

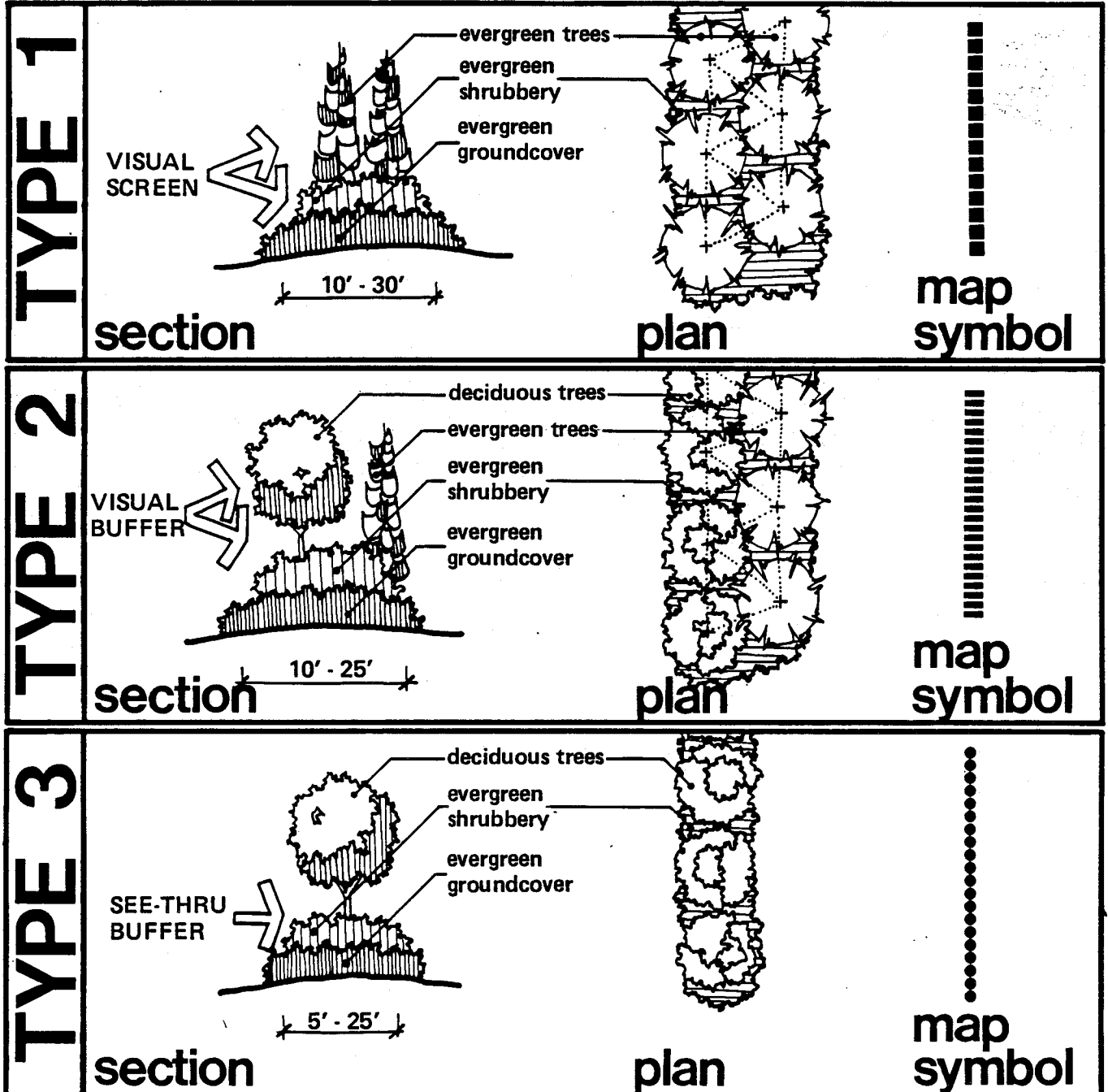
The guidelines in this section are based on the county-wide landscape ordinance. The intent of the ordinance is to:

1. Provide a landscaped buffer between different intensities of land use,
2. Provide landscaping along street frontage, and
3. Provide landscaping within parking lots.




Landscaping will result in reduced conflict between different land uses and a more attractive environment. New developments in North City are required to comply with these guidelines. Existing businesses being remodeled would have to comply, if the cost of remodeling is more than 50% of the value of the structure.

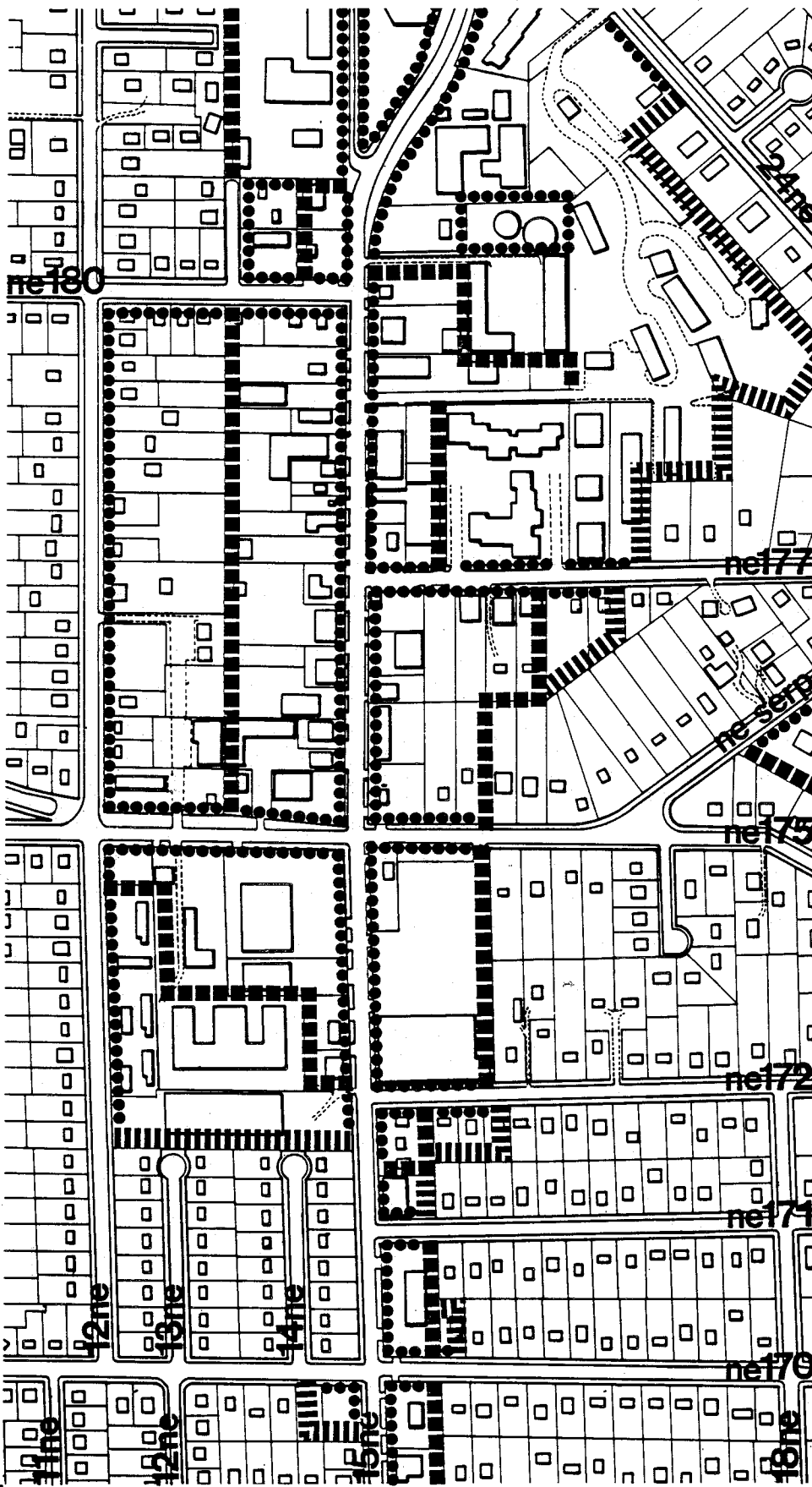
The drawings, below, depict the various types of required landscaping. These drawings are meant to be a general guide, they should not preclude other forms of landscaping.

The map on the following page indicates where these types of landscaping would be required.



Landscaping Locations

-  Type 1 - Visual Screen
-  Type 2 - Visual Buffer
-  Type 3 - See-Thru Buffer

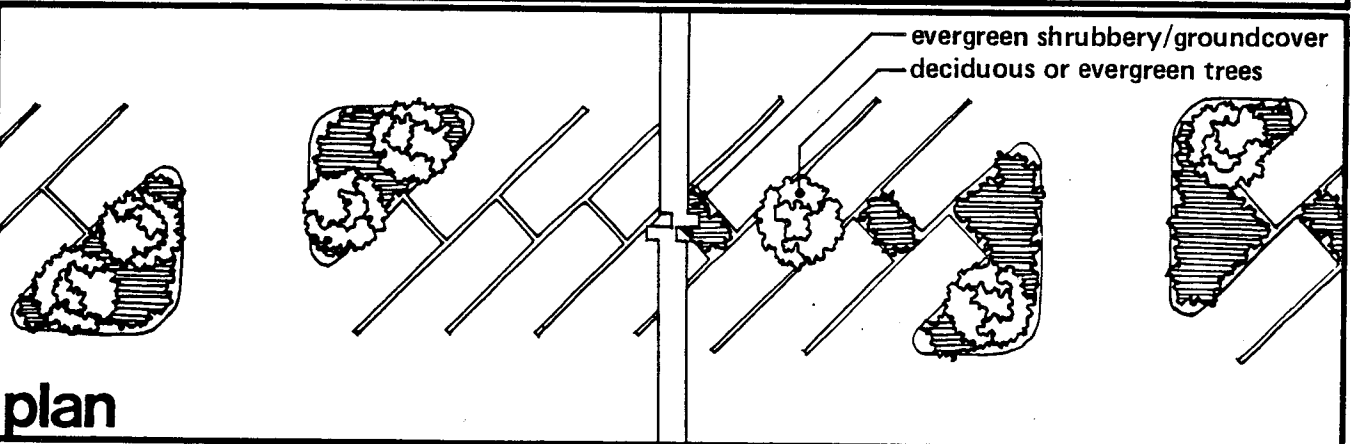
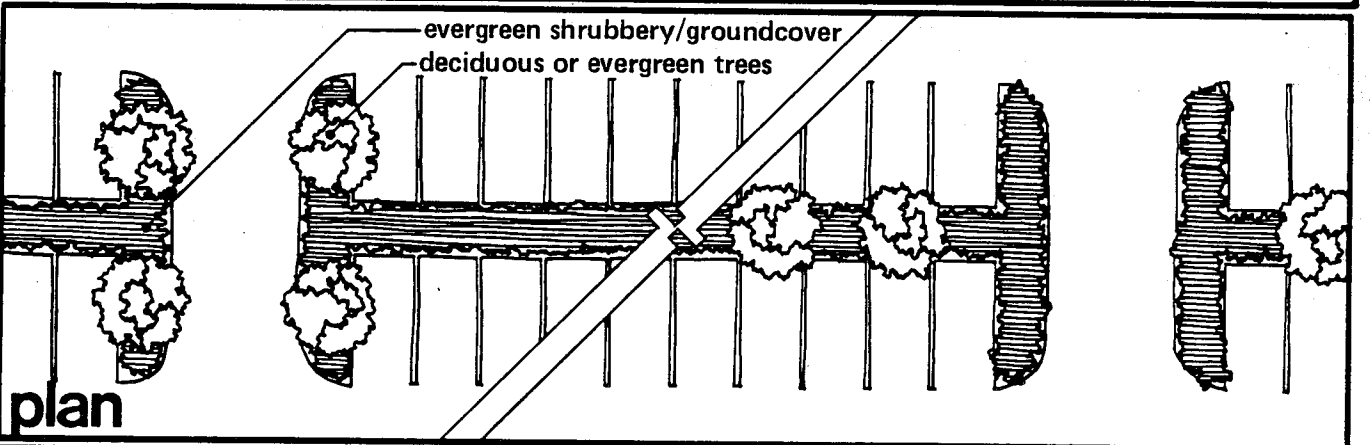
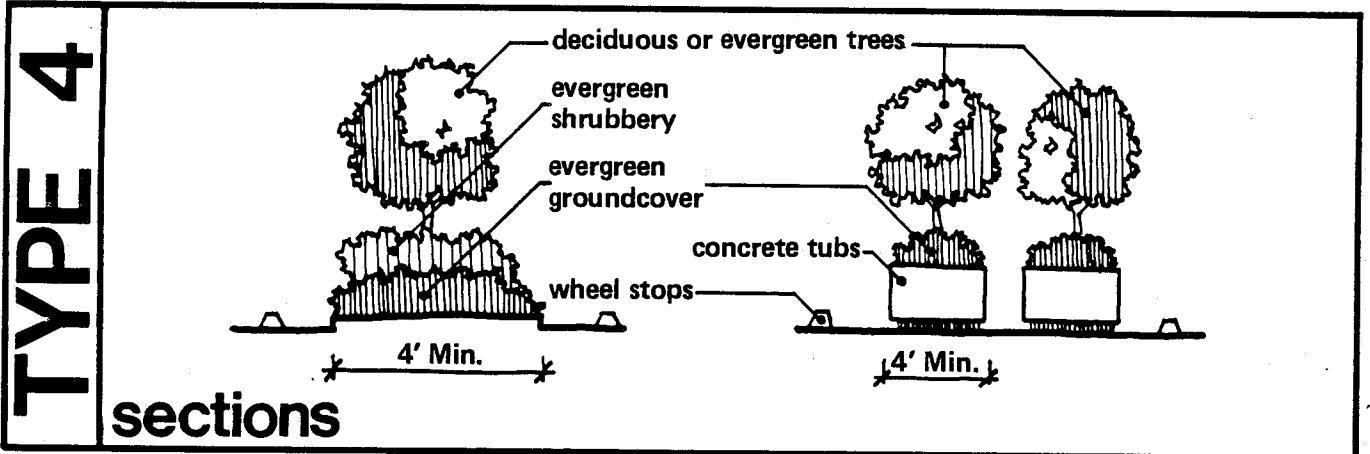


Landscaping in Parking Lots

The goal of these requirements is to soften large areas of parking with trees and groundcover. Landscaping in parking lots can cause a dramatic visual improvement in any commercial area. It also can define parking rows and stalls, making parking lot circulation more easily understood. This landscaping shall be provided as follows:

- o In areas with over 30 parking stalls, excluding other required landscaping, three percent of the area should be landscaped,
- o One tree for every five spaces should be provided, reasonably distributed throughout the parking lot,
- o No parking space should be more than 60 feet from some landscaping,
- o Permanent curb and/or structural barriers should be provided to protect the plantings, and
- o A minimum of 40 percent of the trees should be evergreen.

Deciduous trees are recommended for use in parking lots. They provide shade in summer and their canopy type growth does not restrict sight lines, an important safety aspect.



Access Guidelines

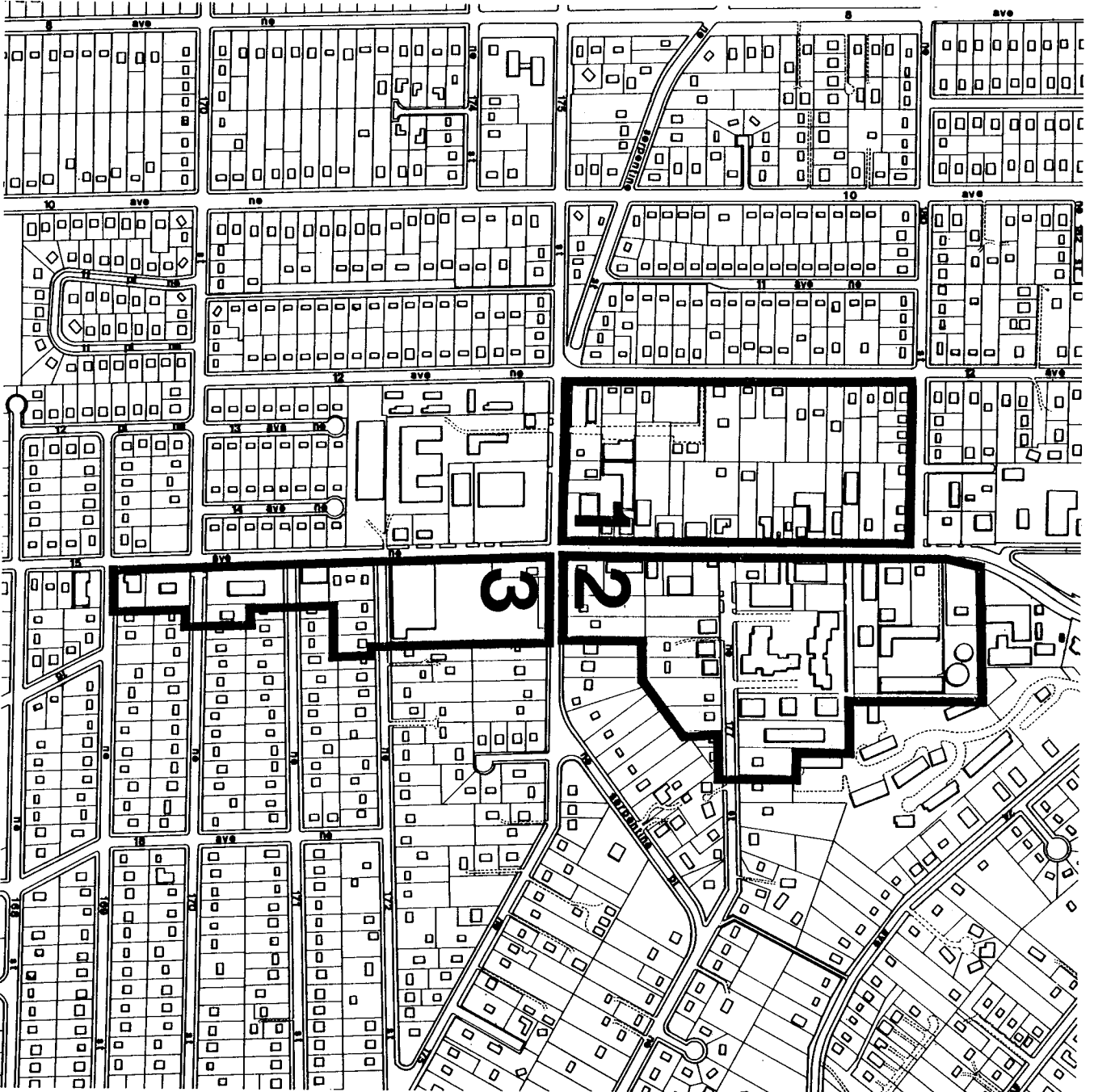
The goal of these guidelines is to improve both traffic flow and pedestrian safety. The guidelines would better define walkways and sidewalks, and control access points to commercial streets. Internal site design is also important. The way that buildings, parking areas and walkways work together determines the efficiency of the total system. Well designed sites benefit both the user and the property owner.

The following are recommended guidelines:

- o Lots with less than 75' of street frontage should be limited to one driveway,
- o Lots with over 75' of street frontage should be limited to two driveways,
- o Joint use of driveways serving two adjacent properties is encouraged,
- o No driveway should be closer than 35' from an intersection,
- o Abandoned driveways and curb cuts should be properly restored,
- o Driveways should be defined and emphasized by street frontage landscaping, and
- o An identifiable pedestrian walkway should be developed linking the street to the store. This walkway should be distinguished from parking lots by curbing, change in elevation, texture or strips of landscaping which make it an identifiable path.

The pages which follow describe specific property groups. Drawings and text illustrate one possible application of these guidelines. These examples are not meant to preclude other types of site organization.

The map, opposite, indicates the property groups for which these guidelines are proposed.





Property Group 1

The concept shown opposite, emphasizes infill of vacant commercial land, joint use of parking areas and development of a new, mid-block north-south access street.

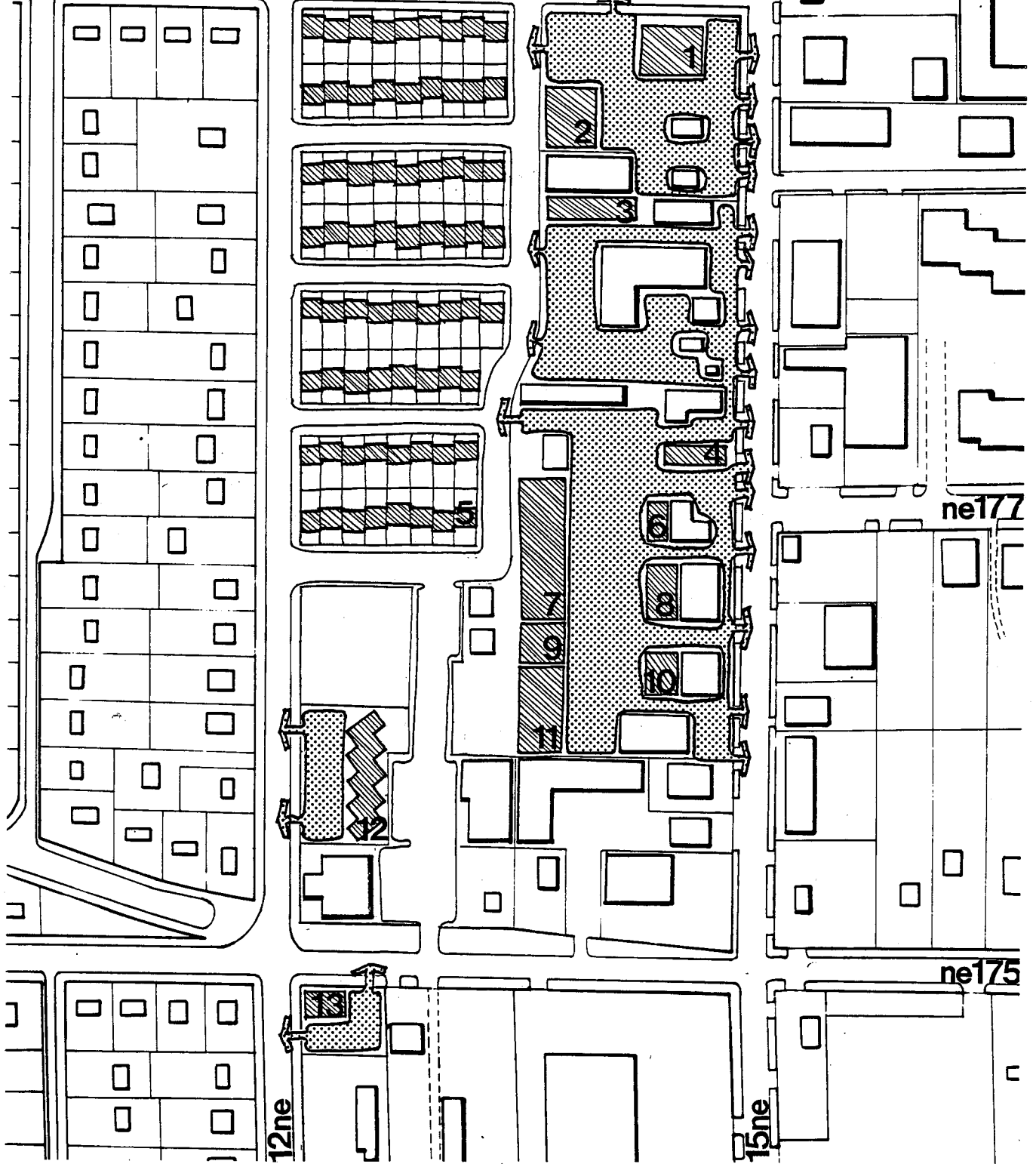
1. This commercial building is shown with good pedestrian access to NE 180th St. It's relation to 15th Ave. NE is similar to those buildings to the south. Right-of-way for a half street, along the western property line, should be dedicated as a condition of development. One new access point should be allowed north to NE 180th St., and one should be allowed west to the new street.
2. This commercial building is shown using the rear portion of a partially developed site. Shared parking with the properties north and south is encouraged. Right-of-way for a half street, along the western property line, should be dedicated as a condition of development.
3. This commercial building is also shown using the rear portion of a partially developed site. Parking would need to be either shared with adjacent lots or placed below grade.* Right-of-way for a half street, along the western property line, should be dedicated as a condition of development.
4. This commercial building is shown using the eastern portion of the site, adjacent to 15th Ave. NE. Sufficient parking exists on this site to allow new construction. Shared parking is encouraged however. A store front to street edge relationship similar to those buildings to the north and south is also encouraged.
5. This large parcel, the north-west quarter of this block, is shown developed as townhouses. The type of development would be allowed if the "potential" zone was actualized. This proposal anticipates that several parcels will be assembled into one and recommends that a mid-block north-south street be developed. In addition, east-west private streets would allow good access to each parcel. This development pattern would minimize the number of drive ways onto 12th Ave. NE, protecting the character of the neighborhood to the west. Right-of-way for these streets should be required as a condition of development.
- 6-11 These six commercial buildings are shown surrounding a central parking lot. This is one of the largest undeveloped areas in North City and generally suffers from poor access. Buildings 6, 8 and 10 back up to existing structures and are oriented west to the parking area. Buildings 7, 9 and 11 turn their back to the residential area to the west and face the parking area to the east. Good entrance signing on 15th Ave. NE, would emphasize the location of this new commercial area.
12. This multi-family property is shown with parking adjacent to 12th Ave. NE. Two access points to 12th Ave. NE should be allowed. A landscaped berm between the parking area and 12th Ave. NE would effectively screen the parking area and would provide an attractive addition to the neighborhood.
13. This commercial building is shown at the northeast corner of the site, with parking behind. This location will help emphasize the western entrance to North City and will result in good building visibility. One access point to NE 175th St. and one to 12th Ave. NE should be allowed.

*KCC 21.50.050 Parking requirements for common facilities. Common parking facilities for two or more buildings or uses may be provided in lieu of the individual requirements contained herein; provided, the total of such off-street parking facilities, when used together, shall not be less than the sum of the required parking facilities for the various uses computed separately, unless the combined parking area is to occupy a site of five thousand square feet or more, then the parking requirements as specified herein for each of two or more participating uses may be reduced not more than ten percent.

Property Group 1

 Building Location
 Parking Lot

ne180



Property Group 2

1. This multi-family building is shown with parking adjacent to 15th Ave. NE. Access should be limited to a single point, if possible, due to the number of nearby driveways and the poor sight distance at this corner. As described previously, a berm between the parking area and 15th Ave. NE would result in an attractive edge to the street and parking lot.
2. This commercial building is shown abutting the existing wood-frame structures on the site. Parking would remain at the rear of the site and existing access points could be used. As is shown, the potential for a large amount of additional development is possible.
3. This commercial property seems particularly appropriate for professional offices given the nearby multi-family and office uses. Access to parking should come from NE 179th St., directly south. This parking area could provide a through route to the multi-family development to the north.
4. This commercial building is shown oriented to the northwest corner of the site with parking behind. Parking should be shared with neighboring properties, and be well signed to encourage its use.
5. This commercial building is shown behind the existing tavern and uses a portion of the existing parking area. Shared parking is again encouraged to add some flexibility. Existing access points to this area could continue to be used.
6. This commercial building is shown south of the bank which fronts on NE 177th St. Its parking area would extend that which currently exists southward. This site is a good candidate for mid-block development because it can be easily seen from adjacent streets.
- 7&8 These two multi-family residential properties complete the eastern edge of the commercial area. Parking is shown adjacent to NE 177th St. and could be shared by both developments. One access point from each property, to NE 177th St., should be allowed. A landscaped berm between the parking lot and the street would result in a smooth transition to the residential area to the east.
9. This mixed-use building is shown oriented to the parking area, directly west. This design anticipates ground floor commercial space with two stories of apartments above. Residential parking could be beneath the top two floors, at the eastern edge of the site. The commercial parking area is located to the east and continues that described previously. When this parking area is complete, a north-south through street, parallel to 15th Ave. NE will result. This new through route would decrease congestion on 15th Ave. NE and would improve circulation throughout the area. Particular attention should be given to the landscaping treatment at the south end of this building, to emphasize its partly residential nature.

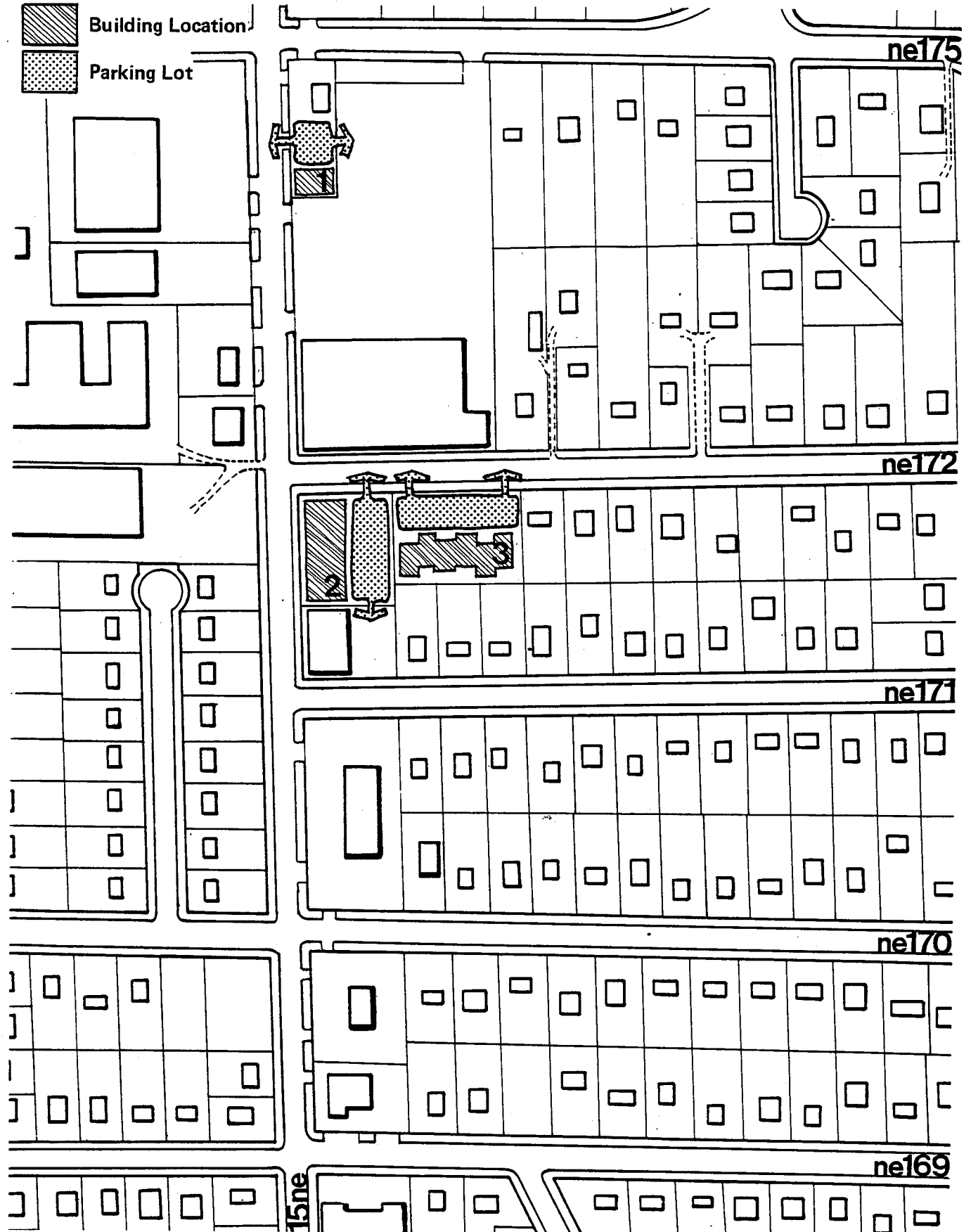
Property Group 2



Property Group 3

1. This small commercial building is shown occupying the south end of the site. Parking is located to the north, linking 15th Ave. NE with the supermarket parking lot. A single access point to 15th Ave. NE should be allowed.
2. This multi-family property lies directly north of an existing apartment building. Site organization should be similar with the building oriented to the west and parking to the rear. This parking area could be linked with that to the south, providing some additional circulation flexibility. One access point to NE 172nd St. should be allowed.
3. This multi-family property is shown with the parking adjacent to NE 172nd St. and the building to the south. Access should be limited to two points. As described previously, a landscaped berm between the parking area and the street would improve the appearance of the street edge. It would also provide a smooth transition to the single-family neighborhood to the east.

Property Group 3



Implementation

The future form of North City will be significantly affected by specific projects and by the actions of individual property owners. In some instances, property owners will bear the responsibility for voluntarily upgrading their property to the proposed development guidelines. In other cases, conformance to these guidelines would be required as a condition of site plan (building permit) review. Finally, improvement districts, require the cooperation and support of the property owners who desire these improvements.

An improved business district requires a dedicated coalition of property owners. It is their support, or lack of it, which will determine the future form of North City.

Projects, Priorities, Responsibilities and Costs

This section contains the estimated costs of the various capital projects and their relative priority. It also indicates responsibility for implementing these projects.

The varying availability of funding may affect the starting dates of these projects. For this reason, no time frame is indicated. The priority of each project is the key element.

Estimated costs are preliminary. As these projects near implementation a more detailed analysis of soils, drainage, specific design elements, required right-of-way, etc. would be done by the responsible agency. This additional information could change the scope of work and the project cost.

Capital Projects

1. Develop an improved sidewalk system along 15th Ave. NE from NE 170th St. to approximately NE 182nd St., if extended; and along NE 175th St. from 12th Ave. NE to approximately 16th Ave. NE, if extended; and along NE 177th St. from 15th Ave. NE to approximately 17th Ave. NE, if extended.
2. Define the northern, southern and western entrances to the business district at 15th Ave. NE and approximately NE 182nd St., if extended, 15th Ave. NE and NE 170th St., and at 12th Ave. NE and NE 175th St.
3. Develop a crosswalk at the intersection of NE 180th St. and 15th Ave. NE.

	PROJECT			resp.	est. cost	notes
	1	2	3			
1 phase 1	●			KC DPW	\$175,000	Developed by King County Dept. of Public Works
1 phase 2		●		KC DPW Property Owners	\$ 195,000	Cost estimate is for restriping and tree planting within the street R.O.W., funded in part by an LID
2		●		KC DPW Property Owners	\$5,000	Cooperative project between King County and the local community
3			●	KC DPW	\$80,000	Developed by King County Dept. of Public Works

Community Action Plan

The major goal of this Development Guide is to improve the function and appearance of the North City business district. Capital projects and development guidelines are proposed to ultimately achieve this goal. However, this transformation will be gradual. Speeding up this process if desired, will require both an organized community coalition and a strategy for improvement.

THE COALITION

The community coalition is the key element. No project can succeed without a dedicated group willing to see a project through to completion. They act as facilitators and negotiators. Most important, they provide vitality and continuity when a project is between phases. Their commitment to a project often stimulates others into action.

In North City an ideal coalition would include three basic groups:

- o Business operators,
- o Property owners, and
- o Area residents.

Each of these groups bring different viewpoints and skills to community projects. Business operators understand how the district functions and how its quality affects their businesses. Property owners have an investment in the area and would incur some improvement costs. Their ability to finance a project often determines its scope. Residents of the area support the business district by shopping. They use the area extensively and often understand its needs as well as the business operator or property owner.

A STRATEGY FOR IMPROVEMENT

Once a coalition is formed, a planned approach is needed. Following is a suggested series of projects which should improve the appearance and mood of the area. It is not the only possibility. The first step by a coalition should be the development of a program for improvement which they can support.

The proposal below includes four elements, each building on the previous one. These elements are:

- o A neighborhood clean-up campaign possibly coinciding with "Earth Week",
- o Store front improvements and awning installations,
- o A sidewalk improvement and tree planting project, and
- o A neighborhood celebration.

A brief description of each element follows. If a coalition were to adopt these suggestions as their program, they would thoroughly review each step and add those details which would make the program a success.

NEIGHBORHOOD CLEANUP

A neighborhood clean-up campaign would be a good first step. It would give the coalition an opportunity to test their organizational skills without a large commitment of time or money. The coalition would be responsible for:

- o Informing area business people of the project and generating support,
- o Contacting civic groups for volunteers,
- o Providing for debris collection at the end of the day, and
- o Informing local papers of the project.

Each business operator would be responsible for cleaning up their own property. Litter collection, organizing outdoor storage, weeding landscaped areas and sweeping parking lots and sidewalks may be all that is needed. An improved community image is a likely result from this project.

STOREFRONT IMPROVEMENTS

The second step could be the organization of a storefront improvement project including the installation of new awnings over the sidewalk. Most buildings in the area are structurally sound. What they lack is a common identity or image which will appeal to shoppers. This can be accomplished through storefront improvements and the addition of a common style of awning to provide rain protection. The coalition would be responsible for:

- o Informing area business people of the project and generating support,
- o Selecting a suitable style or color of awning,
- o Encouraging storefront improvements,
- o Coordinating the timing of these improvements to give an image of "action", and
- o Informing local papers of the project.

Most storefronts are in good structural condition. What they need is some new paint and more attention to window displays. The dollar outlay for this would be relatively minor.

The awning installation is more involved. Awnings are not appropriate for some businesses such as gas stations. Other businesses already have good awnings, either temporary or permanent, which need not be replaced. However, several businesses could benefit from rain protection at their storefront. The coalition could encourage those businesses which would benefit most from this addition to participate. When this step is completed the business district will be well on its way to better appearance.

SIDEWALK IMPROVEMENTS

The third step in this proposal would involve some sidewalk improvements and a street tree planting program. This project is more complex and would require some decisions about the scope and form of the project. Basically, this project involves implementing Project 1, Phase 2. The coalition would be responsible for:

- o Determining which of the two methods proposed in Project 1, Phase 2 is to be used,
- o Organizing property owners to either plant trees on their property or participate in an LID for sidewalk widening,
- o Coordinating property owner participation with King County,
- o Monitoring progress, and
- o Informing local papers of the project.

As explained in the description of this project on page 25, a decision must be made about the scope of this improvement. One method depends on good voluntary efforts by property owners. The other will probably require a local improvement district (LID) to fund a portion of this project.

Whatever method is used, a sidewalk and street tree improvement would be very beneficial to the business district. When combined with the recommended capital projects, it will help unify the business district.

NEIGHBORHOOD CELEBRATION

If the first three steps are completed, a celebration would be in order. This could take the form of a parade or festival. It could be designed as a thank you to the businesses who participated, and to the surrounding neighborhoods that support the area with their shopping dollars. The coalition would be responsible for:

- o Determining the type of celebration,
- o Lining up participants,
- o Getting any necessary permits,
- o Cleaning up after the events, and
- o Informing local papers about the celebration.

This celebration would be a good opportunity to increase people's awareness of North City. It could become an annual spring or summer event, similar to those held in other business districts.

[Redacted]

Contributing Staff
Stephen Johnson, Production Supervisor
Eleanor Griffin, Office Technician
Marcie McNulty, Typewriter
Mildred Miller, Typewriter
Suehertl Vesuwan, Cartographer

Planning Division
Harold Robertson, Manager
Jerry Balcom, Acting Section Chief, Community Planning
Craig Larsen, Principal Planner
Tom Olson, Economic Development Planner

[Redacted]



Department of Planning and Community Development
 Planning Division
 King County, Washington
DEVELOPMENT
BUSINESS DISTRICT
GUIDE

North City



Old No 6337

draft
 February, 1982

[Redacted]

Housing and Community Development Division
Mona Ferman-Hirsch, Manager

Planning Division
Harold Robertson, Manager

Department of Planning and
Community Development
Gary S. Tuszberg, Director

King County Council
Lois North, Chairman, District 4
Audrey Gruger, District 1
Scott Blitt, District 2
Bill Reams, District 3
Ruby Chow, District 5
Bruce Laling, District 6
Paul Barden, District 7
Bob Greve, District 8
Gary Grant, District 9

King County Executive
Randy Revelle

[Redacted]

Contents

1 INTRODUCTION

1 STUDY AREA

3 ANALYSIS

3 COMMUNITY CONCERNS

5 EXISTING ZONING

7 EXISTING LAND USE

9 SHAPE OF THE BUSINESS DISTRICT

11 MARKET AREA STUDY

14 VACANT AND MARGINAL USE LAND

15 TRAFFIC VOLUMES

17 DEVELOPMENT POSSIBILITIES

19 EXISTING CAPITAL PROJECTS

20 RECOMMENDATIONS

21 CAPITAL PROJECTS

30 DEVELOPMENT GUIDELINES

45 IMPLEMENTATION

45 PROJECTS, PRIORITIES, RESPONSIBILITIES AND COSTS

46 COMMUNITY ACTION PLAN

Introduction

The North City Business District Development Guide is the result of a special study of the North City business district. This study was requested by area business people during the King County Council's review of the Shoreline Community Plan, adopted in August 1980. This Development Guide is one of a series of studies directed at improving unincorporated business areas within King County. A primary goal of this Development Guide is to improve the function and appearance of the North City business district, making it a focus for the community. A vital, attractive business district often results in stronger surrounding neighborhoods. Capital projects and guidelines for new development are included. Major elements of this development guide propose traffic improvements, improved landscaping and pedestrian improvements.

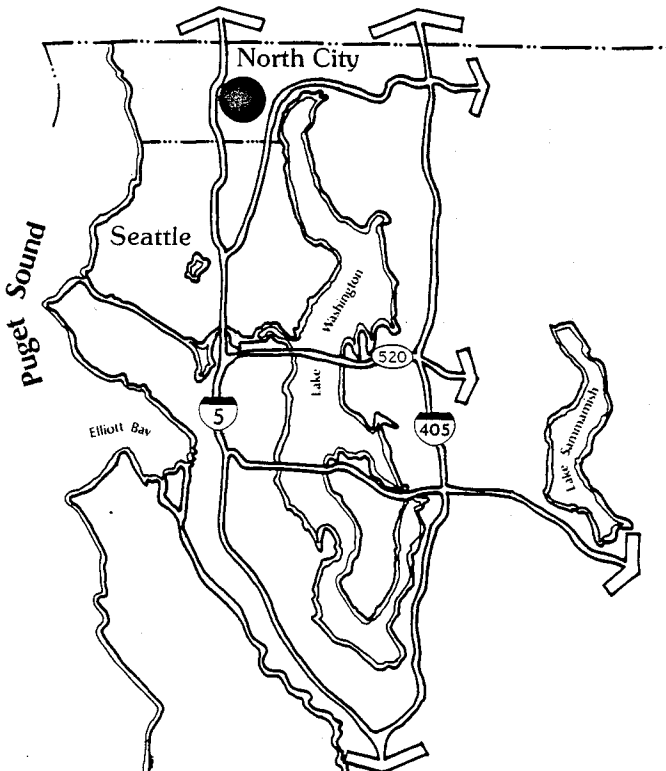
Community review and support of these proposals is important; some projects will require partial funding by the community. After public review of the draft North City Business District Development Guide, a final proposal will be presented to the King County Council for adoption by ordinance. After it is adopted by the Council, this Development Guide will be used by the County Executive, Council and the Zoning and Subdivision Examiner, when making decisions about North City.

Study Area

The North City business district is located in the eastern portion of the Shoreline planning area. The business district is generally bounded by NE 182nd on the north, NE 169th St. on the south, 12th Ave. NE on the west and 18th Ave. NE on the east.

The commercial area of North City lies within 500 feet of 15th Ave. NE and is centered on the block between NE 175th St. and NE 177th St.

Vicinity Map



Commercial Area



Analysis

Community Concerns

Questionnaires were distributed at the beginning of this study to identify the concerns of area business people and residents. Of the 64 businesses within the study area that were contacted, 49 or about 76% responded. The results of this questionnaire established that:

- o There is approximately 190,000 sq. ft. of commercial space in North City,
- o 25% of area businesses have plans to expand, and
- o 75% would like to remain in the area.

Business people in North City felt that the five worst problems within the business district were:

- o A lack of marketing or advertising of the business district,
- o Insufficient space,
- o Too few or the wrong mix of businesses,
- o Poor customer access, and
- o Poor transit service.

Business people indicated that the following improvements would have the greatest benefit to the entire area:

- o Improved traffic circulation,
- o Stronger identity,
- o Improved sidewalks,
- o More parking,
- o More concentration of the shopping area, and
- o Better landscaping.

NORTH CITY Questionnaire

KING COUNTY
DEPT. OF PLANNING AND COMMUNITY DEVELOPMENT **344-7805**
BUSINESS DISTRICT STUDY

Name of Business _____
Address _____
Respondents Name _____
Position in Business _____

Does your firm: Own _____ Building s):
 Lease _____
 Rent _____

1. How much floor area does your business occupy?
Approximately _____ sq. ft. (gross leasable area; please include storage, basements, office space, etc.)

2. Does your business have definite plans to expand at your present location?
Yes _____ No _____

3. Are you planning to leave your present location?
Yes _____ No _____ If yes, when (year)? _____ And for what reason? _____

4. If you had to leave your present location, would you relocate in the area?
Yes _____ No _____ If no, why? _____

5. Do you need more parking? Yes _____ No _____ If yes, how many spaces _____ Is your parking in a good location for your business? Yes _____ No _____ If not, why? _____

6. In what ways do you feel your present location in North City is not satisfactory for your business? Below are listed a number of problem areas. Please mark the five factors that you consider most critical.

_____	Present building functions poorly
_____	Present buildings in poor condition
_____	Poor customer access
_____	Poor service access
_____	Poor transit service
_____	Rent too high
_____	Business and property taxes too high
_____	Poor site environment (noise, litter, etc.)
_____	Insufficient space (circle type):
_____	Office _____
_____	Sales/Production _____
_____	Shipping/Receiving _____
_____	Parking _____
_____	Storage _____
_____	Too few or wrong mix of businesses
_____	Lack of marketing or advertising of the business district
_____	Insufficient local market to support business
_____	Other (please specify) _____

A similar questionnaire was mailed to approximately 4400 residents of the North City area. About 350 questionnaires were returned and the results indicated that:

- o Most residents shop twice a week in North City,
- o Grocery stores, banks, drug stores and auto related businesses were frequented most often,
- o 73% of area residents do the majority of their shopping for convenience items in North City, and
- o The majority of area residents also shop for convenience items at NE 145th St. and 15th Ave. NE, and at Lake Forest Park.

Area residents indicated that the following improvements would have the greatest benefit:

- o Better traffic circulation,
- o Better landscaping,
- o Better sidewalks,
- o More parking, and
- o Pedestrian streets and malls.

Residents and business people are generally in agreement about what they feel is necessary to improve North City. The results of these questionnaires, along with information gathered at public meetings, forms the basis for the specific projects described in the section: "Recommendations".

resident questionnaire

NAME _____

ADDRESS _____

1. How often do you shop in North City?

_____ Monthly _____ Twice a week
 _____ Weekly _____ Daily

2. Which businesses do you use most often in North City? Please check two.

_____ Banks _____ Restaurants
 _____ Drug Stores _____ Barber/Beauty Shops
 _____ Clothes Cleaning _____ Auto Repair/Service/Parts
 _____ Grocery Stores _____ Other _____

3. Do you do over half of your shopping for convenience items (groceries, drug stores and other everyday items) in North City?

_____ Yes _____ No

4. Do you also shop for convenience items at...

_____ 7-5th & 15th _____ 205th & 15th _____ Lake Forest Park

5. What other kinds of businesses would you like to see locate in North City?

6. Which improvements would make North City a better place to shop? (Please check four):

_____ Better Sidewalks/Crosswalks
 _____ Better Traffic Circulation
 _____ Better Transit Service
 _____ Sign Control (advertising signs)
 _____ New Street Lighting
 _____ Better Landscaping
 _____ More Parking
 _____ Pedestrian Streets/Malls
 _____ Other (Please Specify) _____

7. What one thing could be done to encourage you to shop in North City?

Thank you for your help and cooperation.

Existing Zoning

The majority of land in the North City area is zoned single-family residential (RS-7200). This zoning surrounds the business district, separating it from other, smaller commercial areas.

Within the business district, the majority of land is zoned for commercial use, either general commercial (C-G) or community business (B-C). This area lies along NE 175th St. and along 15th Ave. NE. Abutting the commercial area are various densities of multi-family residential zoning (RM-900, RM-1800, RM-2400, and RD-3600). In some areas these zoning categories provide a transition from commercial areas to single family neighborhoods. In others, commercial zoning is directly adjacent to single-family.

The zoning synopsis, below, further describes the zoning categories found in the North City area.

Zoning Synopsis

CG-General Commercial Classification

Provides for the grouping of enterprises which may involve some on-premise retail service but comprised primarily of those with outside activities and display or fabrication; assembling including manufacturing and processing in limited degree. These uses, if permitted to locate in strictly on premise retail and service areas, would introduce factors of heavy trucking and handling of materials that destroy the maximum service and attraction of strictly retail areas. With the exception of trailer parks, dwelling units are not permitted.

CG-Dimensional Standards

lot coverage: 100 percent
permitted floor area: not more than 3½ times lot area
height: 35 feet. Height may be increased 1' for each additional foot of side and rear yards.

BC-Community Business Classification

Provides for the grouping of similar type enterprises including recreation, entertainment and general business activities, but excluding uses relying on outdoor sales. It is a further objective to concentrate a maximum variety of facilities as a contribution to the convenience of shoppers and patrons on a community-wide basis. Dwelling units are excluded from this classification.

BC-Dimensional Standards

lot coverage: 100 percent
permitted floor area: not more than 3 times lot area
height: 35 feet. Height may be increased 1' for each additional foot of side and rear yards.

BR-C Mixed Business Residential Use, Community Scale

Provides for the location of mixed commercial (i.e., retail and office) and residential use projects, for increased diversity in opportunities for desirable housing, and increased vitality of community business areas.

BR-C Dimensional Standards

minimum lot area: 900 sq. ft., except that mixed use developments which meet certain conditions may reduce lot area to 450 sq. ft.
permitted floor area: two times the square foot area of the buildable portion of the lot; except projects that enclose all required parking may build six times the square foot area of the buildable portion of the lot.
lot width: 60 feet

RM 900 Maximum Density Multiple-Dwelling Restricted Service Classification

Establishes areas permitting the maximum population density and also permits certain uses other than residential, e.g., medical, dental, social services and certain professional offices.

RM 900-Dimensional Standards

min. lot area: 7200 sq. ft.
min. lot width: 60 feet
lot coverage: 60 percent for residential uses
front, side & rear yards: same as RM 2400
permissible floor area: two times the area of lot; does not apply to dwelling units if the only use on the lot
lot area/dwelling unit: 900 square feet
height: 35 feet. Height may be increased 1' for each additional foot of side yard.

RM 1800 High Density Multiple-Dwelling Classification

Provides a higher density for the accommodation of those who desire to live in a residential atmosphere without the necessity of individually maintaining a dwelling unit.

RM 1800-Dimensional Standards

min. lot area: 7200 sq. ft.
min. lot width: 60 feet
lot coverage: 50 percent
front, side & rear yards: same as RM 2400
lot area/dwelling unit: 1800 sq. ft.
height: 35 feet. Height may be increased 1' for each additional foot of side yard

RM 2400 Medium Density Multiple-Dwelling Classification

Establishes areas permitting a greater population density while maintaining a residential environment consistent with such density.

RM 2400-Dimensional Standards

min. lot area: 7200 sq. ft.
min. lot width: 60 feet
lot coverage: 50 percent
side yard: 5 feet
front yard: 20 feet; key & transitional lots 15 feet
rear yard: 5 feet for dwelling units
lot area/dwelling unit: 2400 sq. ft.
height: 30 feet. Non residential buildings and structures may be increased by 1' for each additional foot of side yard to a maximum of 50 feet.

RD 3600-Two-Family Dwelling Classification

Permits limited increase in density while maintaining a family living environment.

RD 3600-Dimensional Standards

min. lot area: 7200 sq. ft.
min. lot width: 60 feet
lot coverage: 35 percent
side yard: 5 feet
front yard: 20 feet; key & transitional lots 15 feet
rear yard: 5 feet for dwelling units
height: 30 feet. Non-residential buildings and structures may be increased by 1' for each additional foot of side yard to a maximum of 50 feet.

RT Residential, Townhouse

Provides for townhouses (single family dwelling attached by common side walls) either on individually platted lots or on a commonly held site, in a residential environment.

RT-Dimensional Standards

min. lot area per dwelling**: varies from 1600 to 3600 sq.ft.
lot coverage: 50% for townhouses, 35% for detached dwellings
side yard: 5 feet for townhouses at end of row
front and rear yard: front 25 ft., rear 20 ft.; front and rear yards may vary by 10 ft., provided each lot has a total of 45 ft. of front and rear yards.
lot coverage: 50% structures, 15% impervious surfaces
height: same as RS, except that when rows of townhouses are arranged east-to-west, the southerly row's height and rear setbacks must allow a 20 degree sun exposure plane to reach the base of the northern row of townhouses.

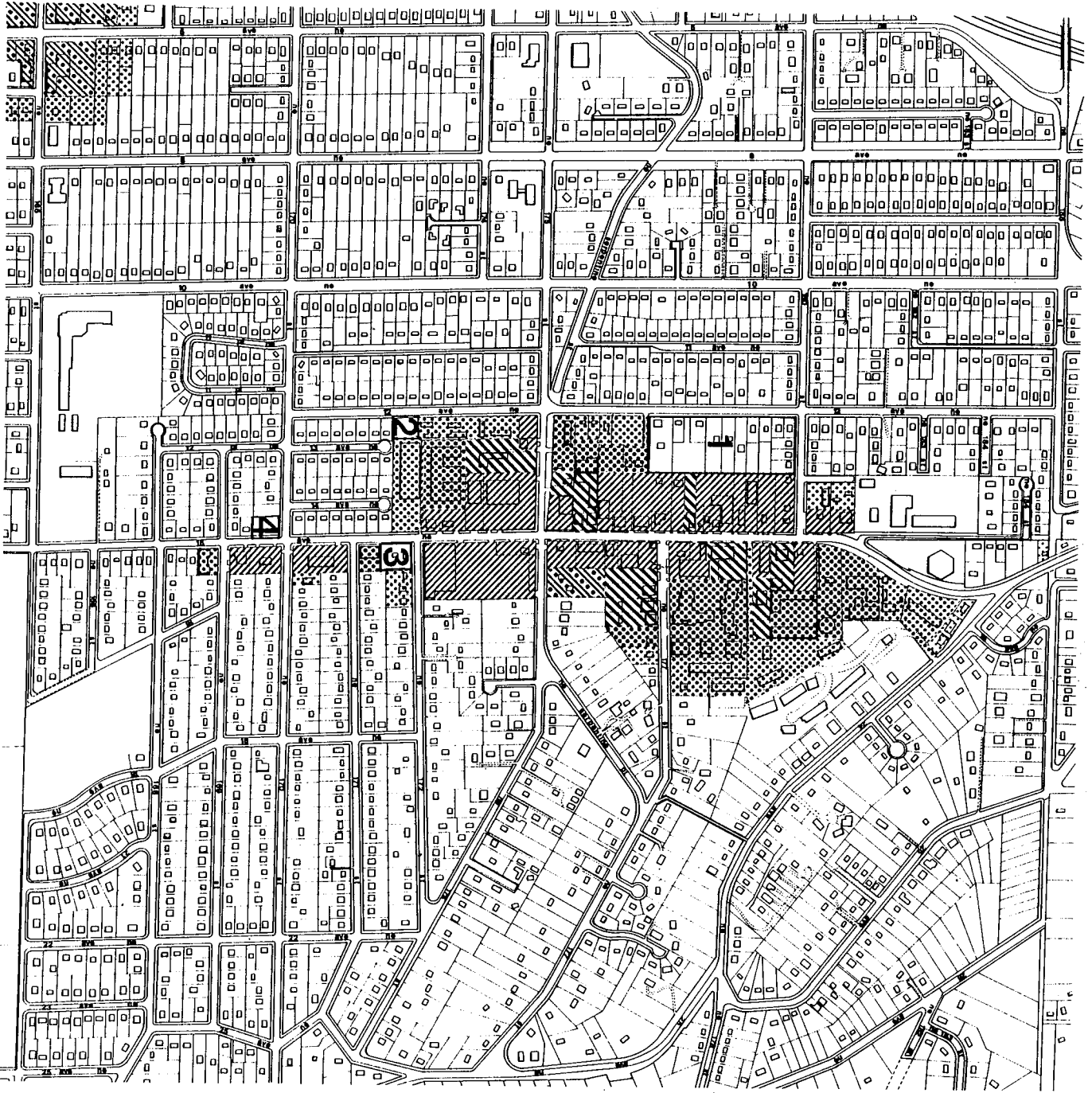
**NOTE: lot clustering is allowed in the RT zone provided the average allowable density is not exceeded.

RS Residential Single Family Classification

Provides an area for single family dwellings and townhouses at urban densities and other related uses which contribute to a complete urban residential environment. These other uses, churches, schools, libraries, etc., are considered compatible with single family residential uses.

RS 7200-Dimensional Standards

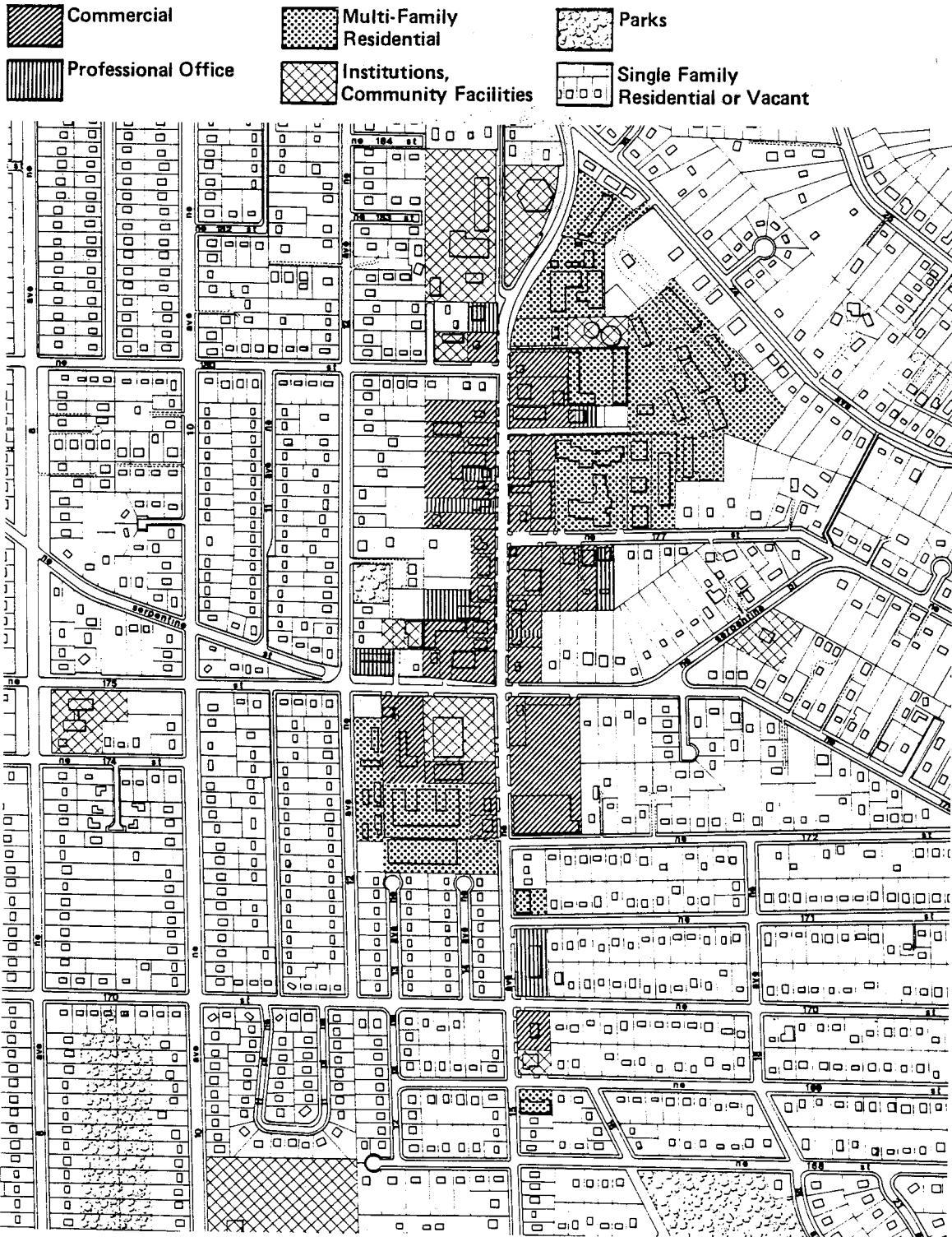
min. lot area: 7200 sq. ft.
min. lot width: 40 feet
lot coverage: 35 percent
front yard: 20 feet. key & transitional lots may be reduced to 15'
side yard: 5 feet
rear yard: 5 feet for dwelling units
height: 30 feet; non residential buildings may be increased by 1' for each additional foot of side yard to a maximum of 50 feet.



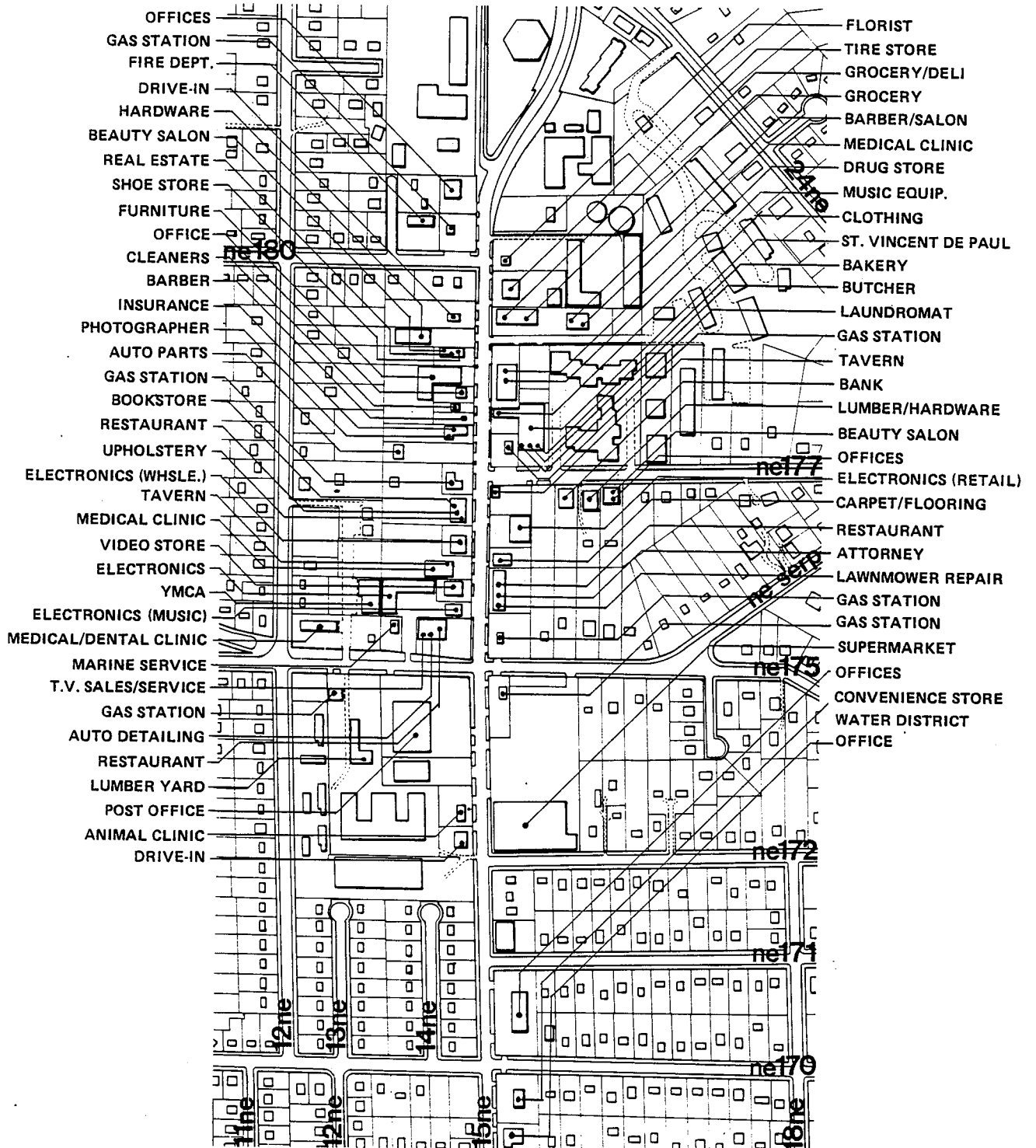
Existing Land Use

Many different land uses are allowed within each zoning category. The map below shows the current land use in North City. It gives a more accurate picture of the way land is used than the zoning map on the previous page. One example of this difference is professional office uses, which are located in commercial zones throughout North City. Community facilities and parks are also shown on this map.

The map on the opposite page shows the types of businesses that are located in North City. This map provides additional information about how individual parcels of land are used.



Community Businesses



Shape of the Business District







Two streets, NE 175th St. and 15th Ave. NE provide access to the commercial area. 15th Ave. NE is a major north-south arterial which serves the eastern half of the Shoreline area. It continues through North City to the county line at NE 205th St. NE 175th St. runs east from Interstate 5 to North City, providing a major commuter route to Seattle and Lynnwood. East of North City, the character of NE 175th St. changes from that of a major arterial to a residential street.

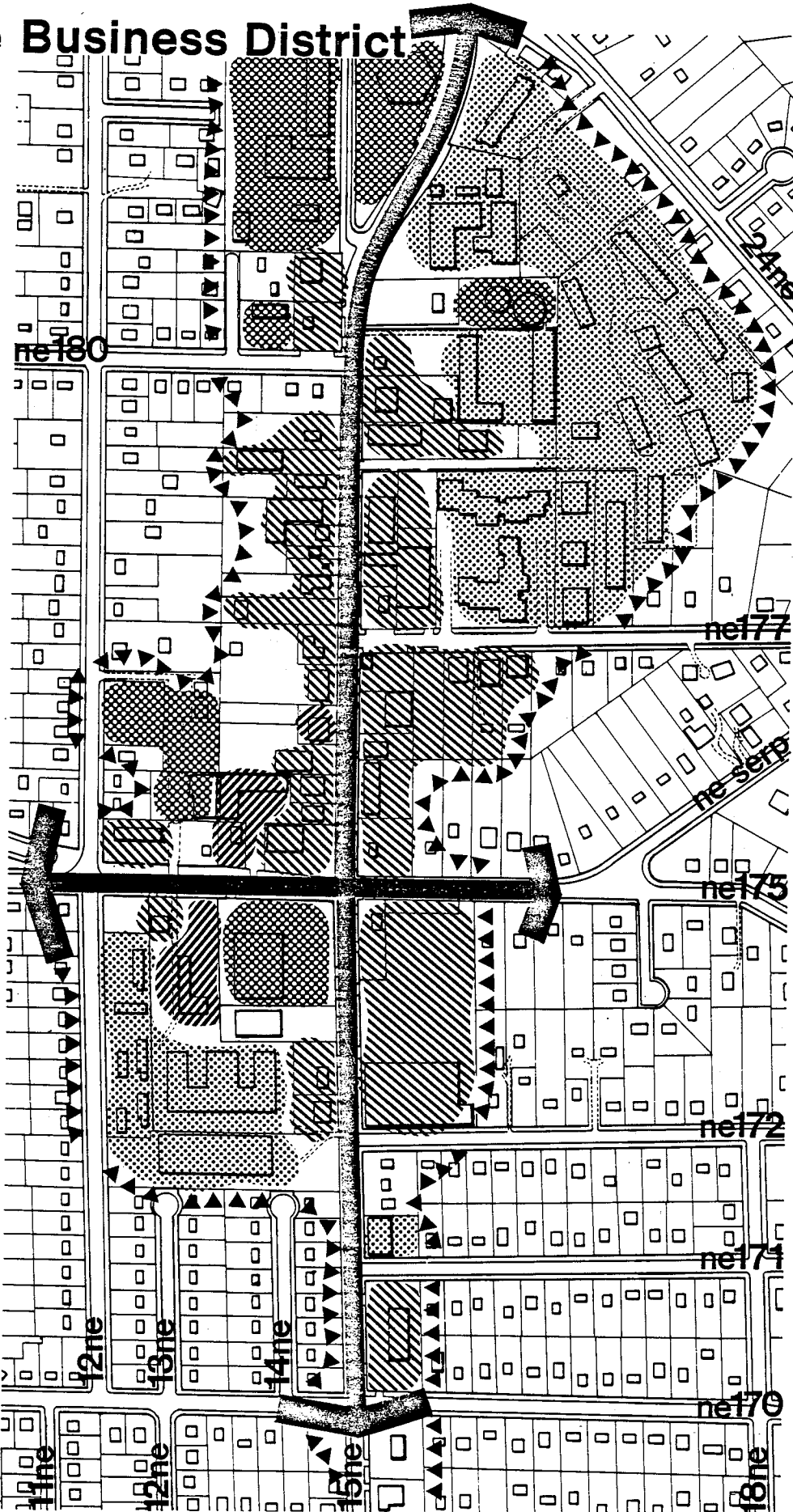
The business district has developed along these two arterials. Virtually all street frontage is used. However, the interior of some commercial lots are vacant providing some room for growth. This aspect is further described in the section "Vacant and Marginal Use Land."

Multi-family residential developments lie northeast and southwest of the business district. These uses provide a smooth transition to the adjacent single family neighborhoods. Northwest and southeast of North City, commercial development abuts single family areas.

The single family neighborhoods which surround North City separate it from other commercial areas. This separation provides an identity for North City by giving it observable limits.

Shape of the Business District

-  Commercial - Retail, Professional Office
-  Commercial - General
-  Multi-Family Residential
-  Community Facilities
-  Single Family Residential Edge
-  Major Arterials



Market Area Study

This section provides information on various characteristics of the market area and also estimates the level of retail business activity in North City. Based on this assessment, business district needs and opportunities are identified.

TYPE OF BUSINESS DISTRICT

Business districts are categorized as neighborhood, community or regional centers depending on size, population served and the range of goods and services sold by the different businesses. North City functions most like a neighborhood center. It has 67 businesses, 33 are retail stores, 19 are offices and 15 are other commercial operations. These businesses occupy about 190,000 square feet. The commercial area serves a population of just under 14,000 people.

THE MARKET AREA

The market area extends 3/4-1½ miles from the center of the business district. It is generally bounded by I-5 on the west, 35th Avenue NE on the east, NE 195th St. on the north and NE 145th St. on the south. A number of shopping centers surround North City. These include: Aurora Village, Lake Forest Park, Ballinger Road, the center at 15th Ave. NE and NE 145th St., and the strip development along Aurora Avenue and Bothell Way.

POPULATION AND INCOME

Retail activity in North City is directly related to characteristics of the population; how many people there are, how much money they have and where they go to spend it. The North City market area contained about 4,400 households and a population of 14,700 people in 1970. A 1979 estimate, and 1980 census data, indicate that the population has decreased by about 900 people since 1970. While population decreased the number of households increased by 650, indicating that there are fewer people per household. Available information indicates that household size decreased from 3.4 persons in 1970 to 2.7 persons in 1980.

There are a wide range of incomes in North City. The average income in 1970 was about \$12,800, slightly higher than the county-wide average. In 1980, the average income was estimated to be \$19,000. The percentage of people with low and moderate incomes is probably very close to what it was in 1970; 20% with moderate incomes and 3.5% below poverty.

This population and income information generally indicates that the amount of disposable income has and will continue to increase. This results from the smaller household size coupled with the greater number of households. These two changes usually mean that there are a greater number of two income households, increasing the total amount of disposable income within the market area.

CHARACTERISTICS OF BUSINESS DISTRICTS IN COMPARISON TO NORTH CITY

CHARACTERISTIC	NEIGHBORHOOD BUSINESS DISTRICT	COMMUNITY BUSINESS DISTRICT	NORTH CITY BUSINESS DISTRICT
USES	Convenience retail, services, offices, mixed use, multi-family residential	Convenience and comparison retail, offices, services, govn. facilities, light industry, general commercial, multi-family residential	Convenience retail, general commercial, office use multi-family residential, govn. facilities
SIZE OF MARKET AREA	1-2 mile radius	3-4 mile radius	3/4-1½ mile radius
POPULATION OF MARKET AREA	20,000	60,000 - 80,000	13,800
NUMBER OF BUSINESSES	15	16 - 50	65
TOTAL SPACE OCCUPIED BY BUILDINGS	30,000 - 120,000 sq. ft.	100,000 - 350,000 sq. ft.	190,000 sq. ft.

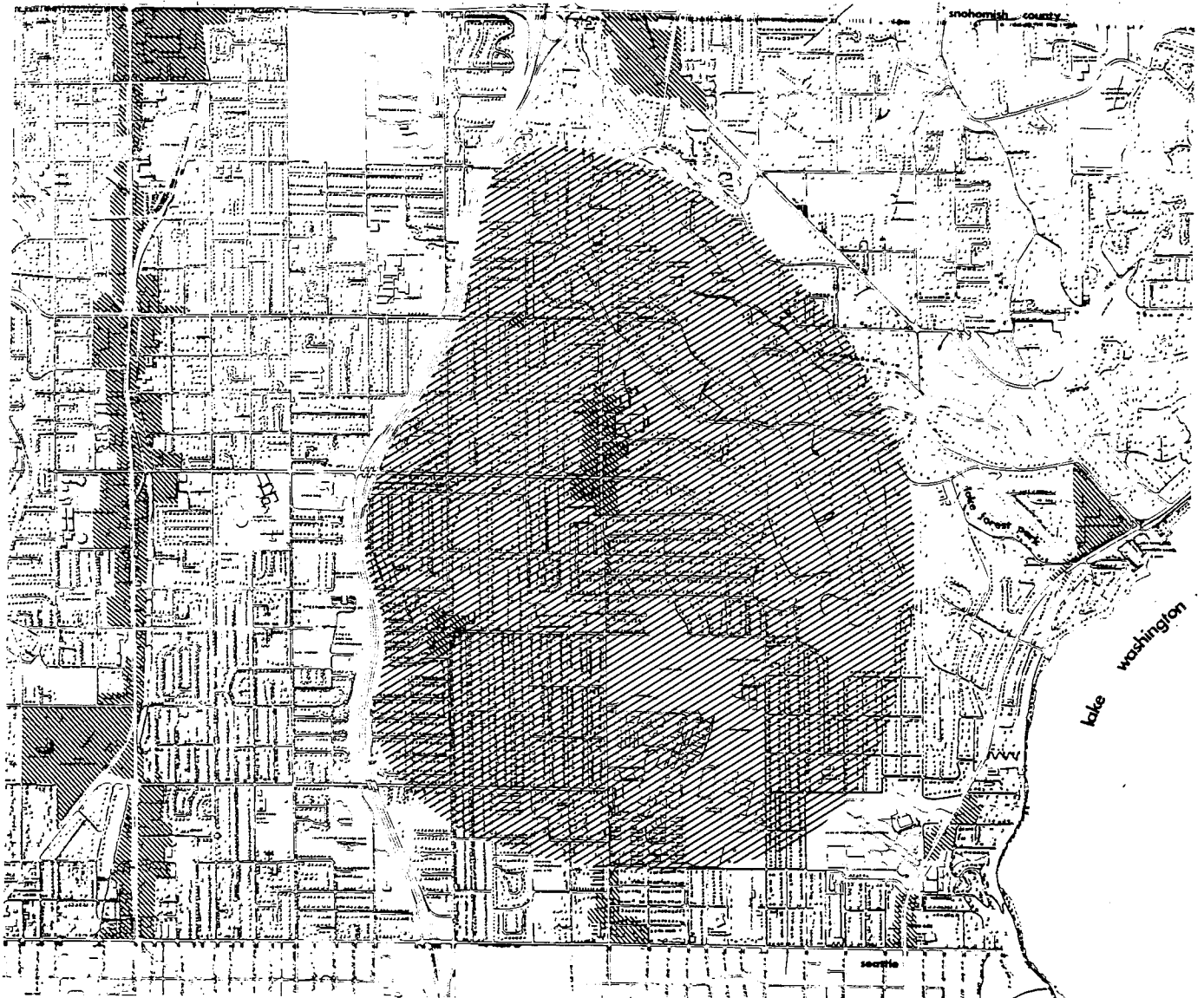
Market Area



Existing Commercial Areas



North City Market Area



Market Area Study

DEMAND AND SUPPLY ANALYSIS

The demand and supply analysis provides business owners with the information they need to make a number of business decisions. Those who want to increase sales need to know if there is sufficient uncaptured demand in the market area to justify additional marketing attempts or expansion of their buildings. Similarly, businesses looking for new locations need to know if there is enough uncaptured demand in the area to justify them locating there.

This analysis was prepared using the following method. Businesses were grouped by type into six different categories: food stores; food service (restaurants, fast food, taverns); personal services; personal care products; home improvements; and other retail. Supply, or the volume of potential sales, was calculated by determining the square footage of the different categories of businesses, then multiplying it by an average annual sales figure per square foot. Determining demand involved multiplying the population of the market area by an average annual per person, or household, expenditure for the goods and services sold by the different businesses.

The table below shows the results of this analysis. Demand for all goods and services sold in the district is greater than the sales capacity of the businesses. Restaurants, personal care products stores and other small retail operations such as a hobby shops, sporting goods/photography stores or specialty clothing stores, have the greatest opportunity for increased sales. Grocery and other types of food stores have the least opportunity for growth.

Given present and future conditions in the market area, North City will remain an important neighborhood business district. The primary business activity will continue to be the sale of retail goods and services which meet the day to day needs of local residents. In addition to retail businesses, there will be a number of offices and other commercial operations.

Changes in the number and make-up of households, and income patterns show that disposable income has and will continue to increase. This trend, along with the large amount of uncaptured demand, means there are opportunities for the steady growth of businesses. Along with improving the function and appearance of the district, individual businesses, and a local business association, should aggressively market the district to take advantage of opportunities to generate more business activity in North City.

Type of Business	Supply	Demand	Uncaptured Demand
Food Stores	\$9,796,700	\$11,922,000	\$2,125,300
Groceries			
Bakery			
Meat Market			
Food Service	1,279,100	6,262,200	4,983,100
Restaurants			
Fast Food			
Personal Services	246,100	720,300	474,200
Beauty Shop			
Barber			
Cleaning			
Personal Care Products	377,200	1,690,500	1,313,300
Drug Store			
Grocery Store			
Home Improvements	746,500	1,131,900	385,400
Hardware			
Lumber			
Garden			
Other Retail	389,000	1,014,300	625,300
Clothing			
Shoes			
13 Totals	\$12,834,600	\$22,741,200	\$9,906,600

Vacant and Marginal Use Land

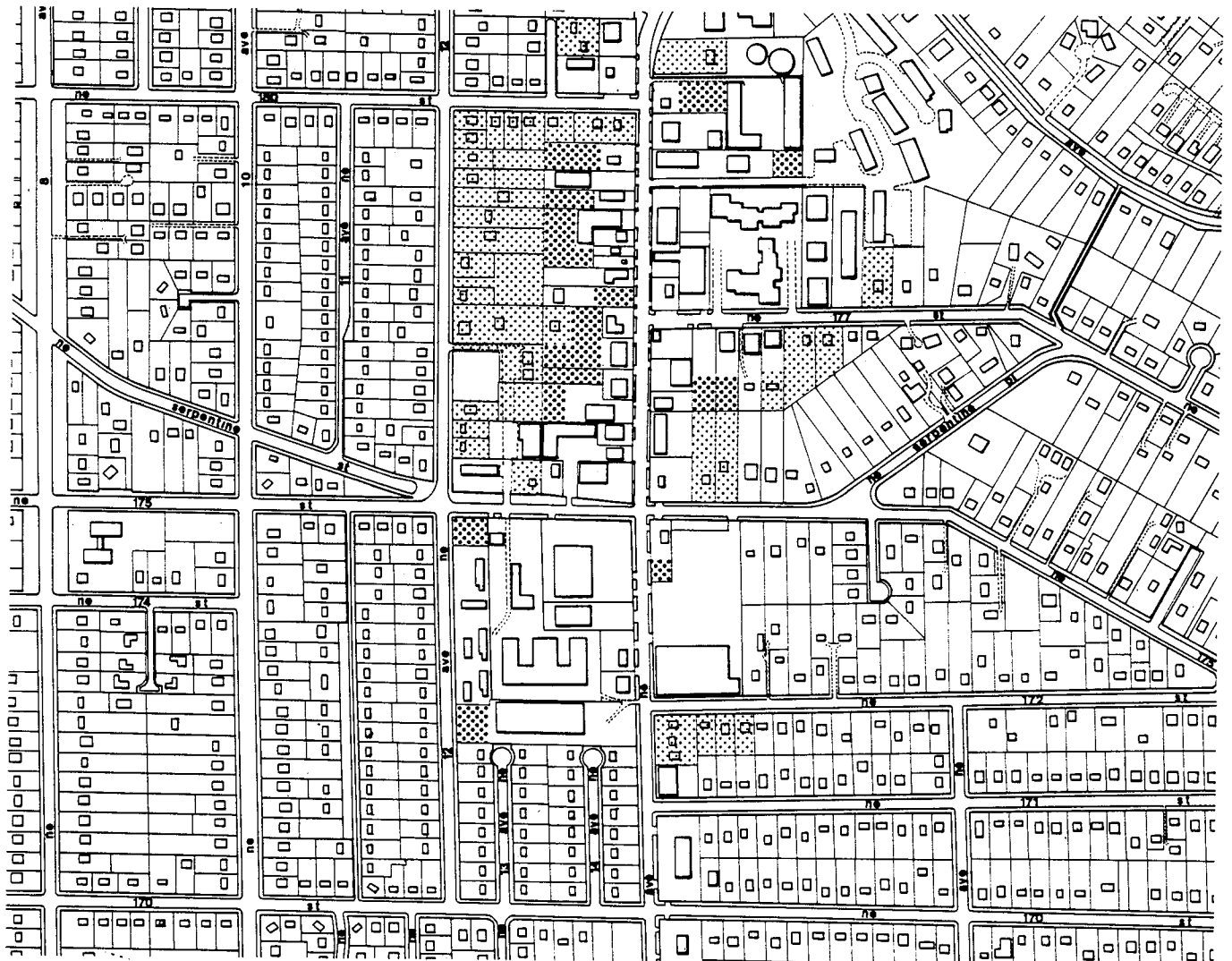
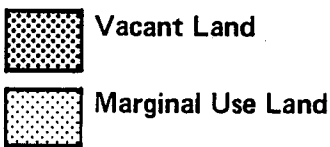
The map, below, indicates vacant and marginal use commercial property in North City.

Vacant land is defined as that additional land which could be developed under existing zoning. In some cases, this land may currently be used as extra parking for some businesses. Its location, or lack of good access, may have prevented development in the past.

Marginal use land is that which has a higher use allowed by existing zoning. One example is a single family home on a lot which is zoned for a commercial use.

These two categories, vacant & marginal use, contain approximately 300,000 square feet of land. This amount of site area would typically yield about 100,000 square feet of one story building when developed. If additional floors were built, this figure would increase accordingly.

Development of this land will require some physical improvements to the auto/pedestrian circulation system and some guidelines for new development. These improvements and guidelines will help ensure that this additional development compliments and supports existing businesses, instead of aggravating old problems. These physical improvements and development guidelines are further described in the section: Recommendations.



Traffic Volumes

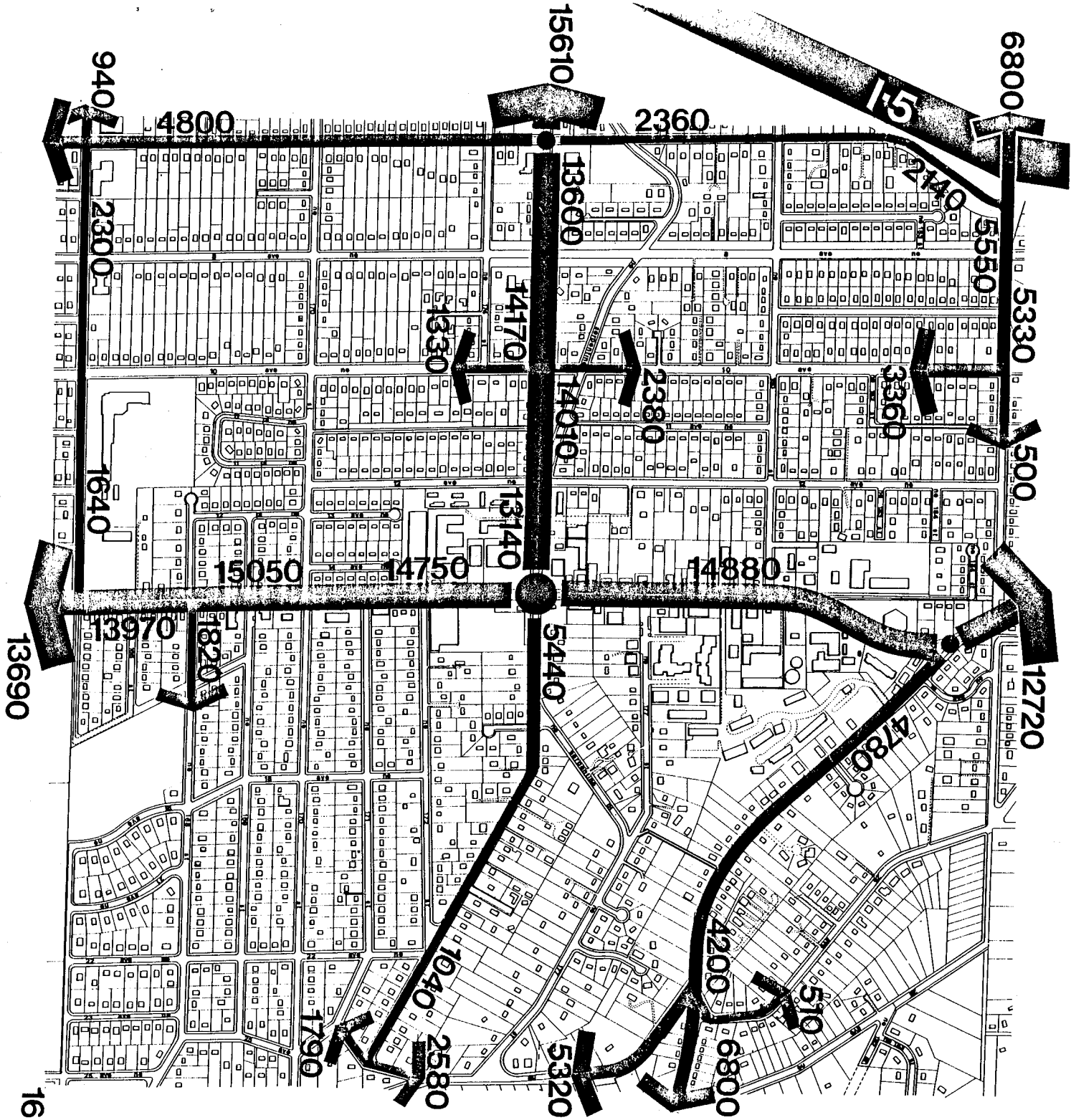
The map, opposite, depicts current volumes of traffic per day in North City.

As previously described, 15th Ave. NE and NE 175th St. are the major arterials serving the business district. 15th Ave. NE provides a north-south connection between Seattle and Snohomish County. NE 175th St. links North City to the freeway which lies approximately 10 blocks west. Traffic volumes on these streets range from about 12,700 to 15,600 vehicles per day. Other streets in North City function as neighborhood collectors or collector arterials, bringing traffic from the surrounding residential areas to North City.

In general, the street system in North City is adequate. For example, either NE 175th St. or 15th Ave. NE could handle an additional 6000 cars per day and still be within accepted standards.

The Shoreline Transportation Study, developed during earlier work on the Shoreline Community Plan, looked at future volumes of traffic throughout the area. Information relating to North City predicts that total traffic volumes will increase only slightly in the next ten years, on the order of two to ten percent depending on the street considered. In addition, population predictions, as described in the Market Area Study, show that the total population will remain stable or decline slightly. These factors indicate that major street system improvements should not be necessary within the next 6 to 10 years.

However, there are some ways the street system can be improved. Street system projects will concentrate on operational improvements, pedestrian crossings and sidewalk improvements.










Development Possibilities

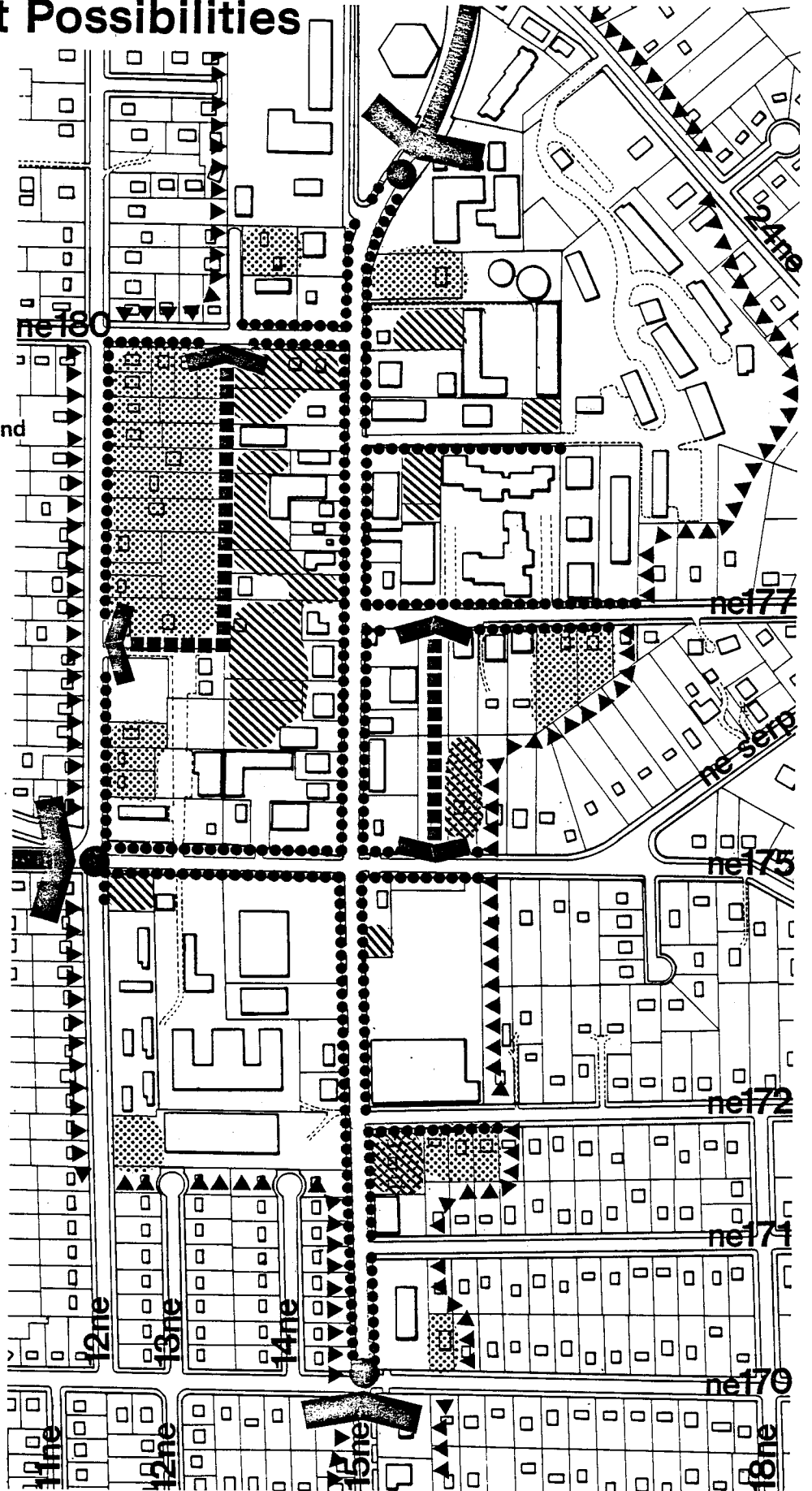
The intent of this development guide is to propose capital projects and development guidelines which will result in an improved business district. These projects and guidelines are directed toward improving the function and appearance of the commercial area. The map, opposite, indicates some development possibilities for the business district. These possibilities include:

- o Encouraging full development of vacant or marginal use commercial property,
- o Improving the function of the street system,
- o Improving existing sidewalks and walkways,
- o Developing new crosswalks, walkways and sidewalks where none exist,
- o Providing improved landscaping within street right-of-ways,
- o Encouraging improved landscaping on private property,
- o Improving the identity of North City by emphasizing entrances to the business district,
- o Encouraging full development of existing multi-family properties, and
- o Improving existing store fronts.

These possibilities form the basis of the next section: Recommendations.

Development Possibilities

-  Entrances to the Business District
-  Improved Sidewalks with Street Trees
-  New Access Streets
-  Undeveloped Commercial Land
-  Undeveloped Mixed Use Land
-  Undeveloped Multi-Family Residential Land
-  Single Family Residential Edge

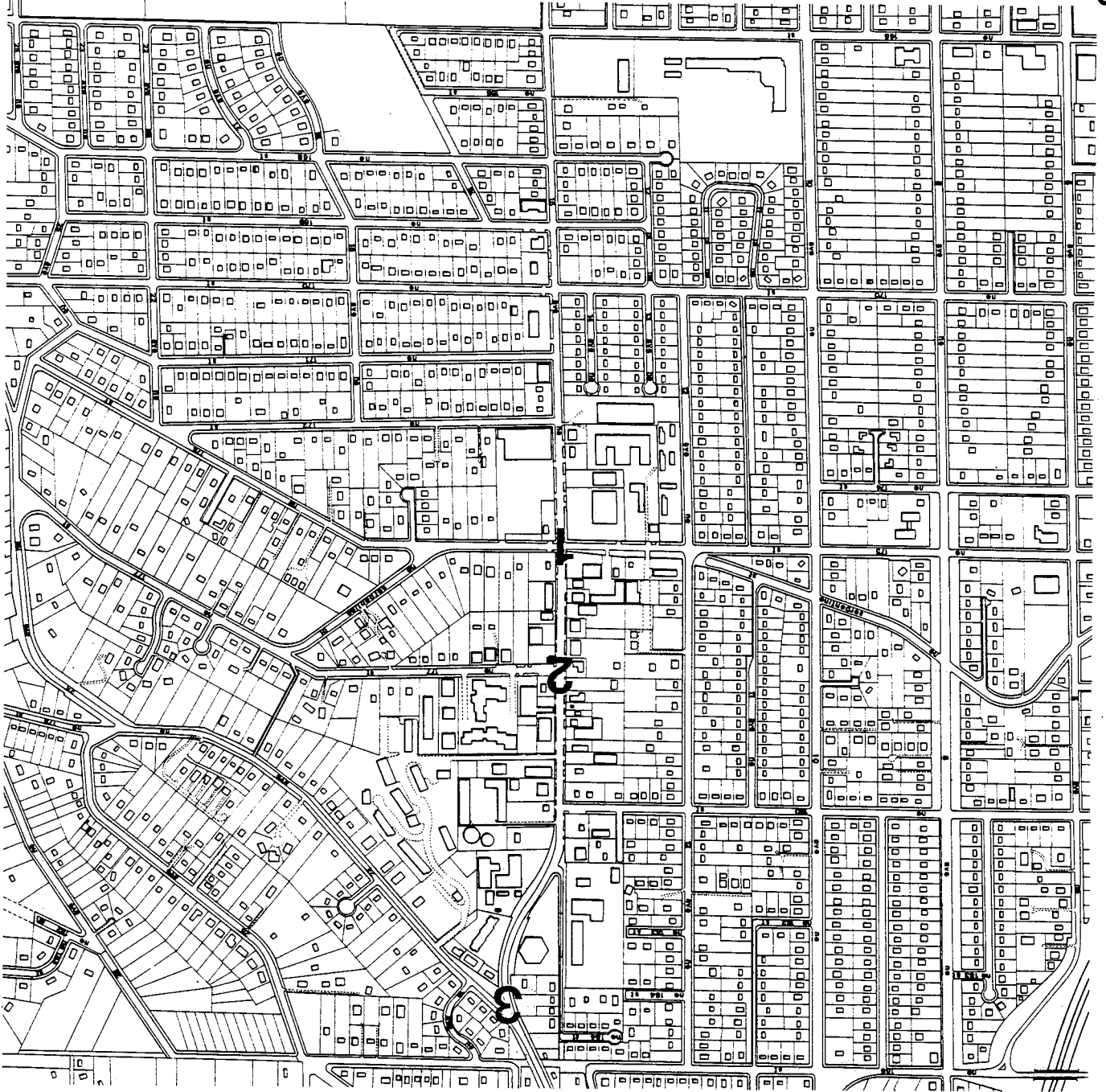


Existing Capital Projects

This Development Guide builds on capital improvement projects previously proposed and adopted by the County. Three such projects are proposed within the commercial area and are described below.

1. Add a left turn signal phase, allowing controlled left turns from north-bound 15th Ave. NE to west-bound NE 175th St.
2. Provide a traffic signal and pedestrian crossing at the intersection of 15th Ave. NE and NE 177th St.
3. Provide a traffic signal at the intersection of 15th Ave. NE and 24th Ave. NE.

The map, below, indicates the location of these additional projects.



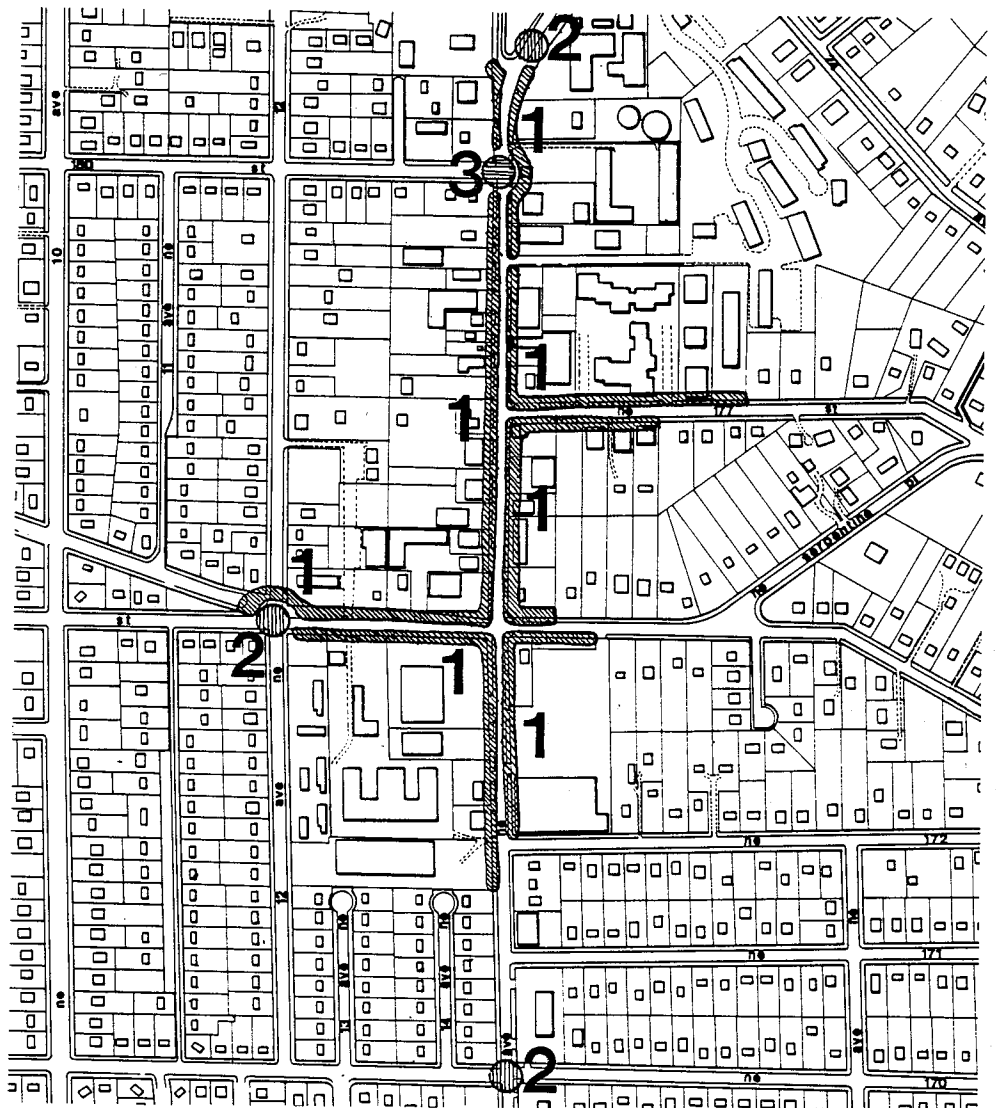
Recommendations

This section contains proposals for a variety of improvements for North City. Some improvements are in the form of capital projects, specific construction projects which will correct an existing deficiency. Others are proposed as development guidelines for new and existing businesses. Finally, some general goals are defined which will help guide future decisions about North City.

The first portion of this section proposes capital projects. The map, below, indicates the location of these projects. The projects are described in further detail on the following pages.

Capital Projects

1. Develop an improved sidewalk system along 15th Ave. NE from NE 170th St. to approximately NE 182nd St., if extended; and along NE 175th St. from 12th Ave. NE to approximately 16th Ave. NE, if extended; and along NE 177th St. from 15th Ave. NE to approximately 17th Ave. NE, if extended.
2. Define the northern, southern and western entrances to the business district at 15th Ave. NE and approximately NE 182nd St., if extended, 15th Ave. NE and NE 170th St. and at 12th Ave. NE and NE 175th St.
3. Develop a crosswalk at the intersection of NE 180th St. and 15th Ave. NE.



Project 1



Develop an Improved Sidewalk System

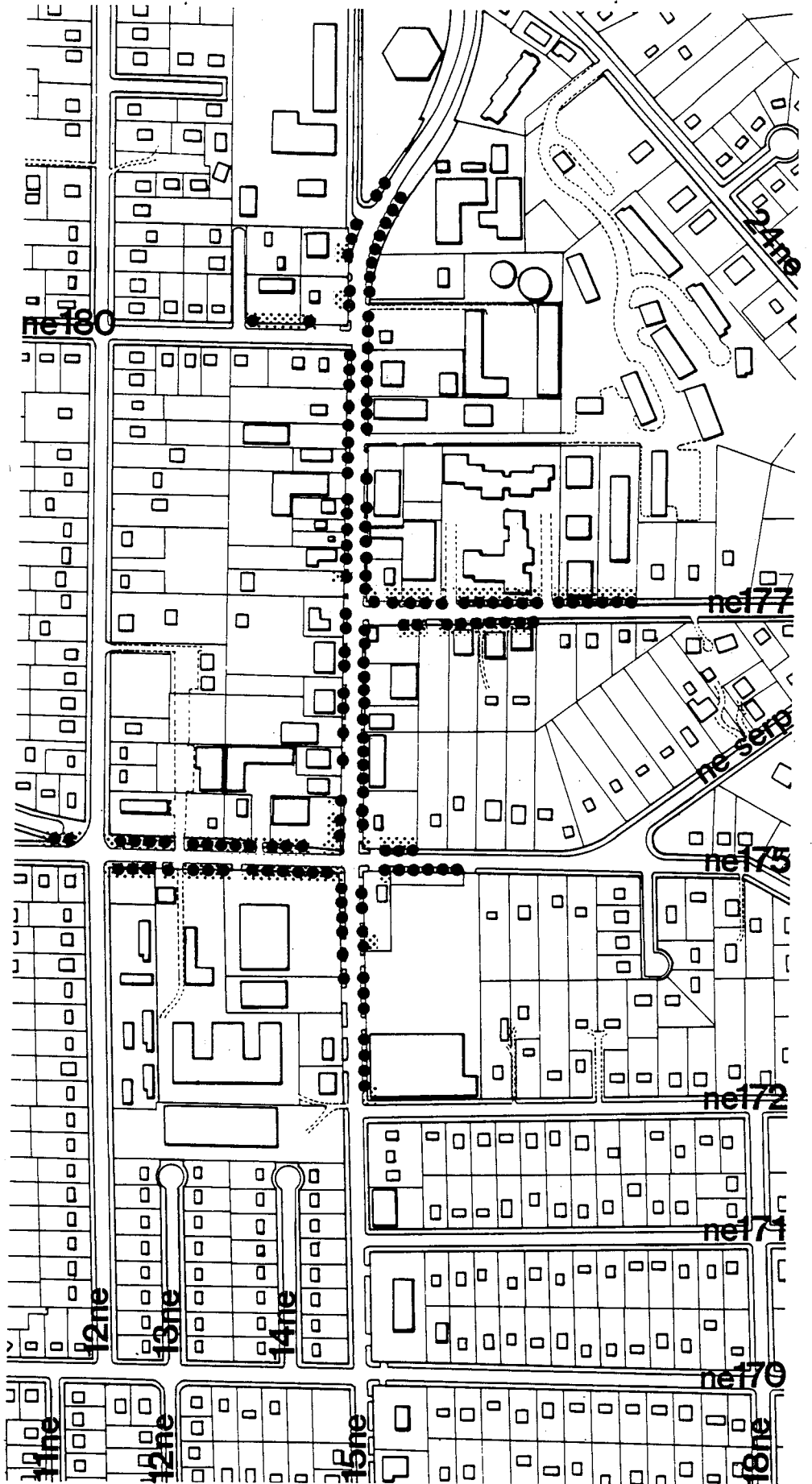
Good sidewalks reduce traffic congestion by providing an additional way to move from business to business. In areas like North City which have a large amount of multi-family housing nearby, sidewalks become an important link between the business district and surrounding neighborhoods. The existing sidewalk network in North City is adequate. However, it is missing some key segments which could greatly improve the total system.

The map, opposite, depicts the scope of improvement that is proposed. Areas which require new sidewalks and street trees are shown. This project has been divided into two phases, based on street configurations. Generally, first phase improvements would take place within county right-of-way where sidewalks do not exist. These areas have enough additional right-of-way width to accommodate the sidewalks. Second phase improvements are proposed for those areas where sidewalks are located on private property, adjacent to the roadway. The first phase includes those segments along NE 175th St., from 12th Ave. NE to 15th Ave. NE, and along NE 177th St. from 15th NE to about 17th Ave. NE, if extended. The second phase would improve those sidewalks along 15th Ave. NE from NE 172nd St. to about NE 182nd St. if extended. In addition, some smaller segments on NE 175th St. and NE 177th St. east of 15th Ave. NE, and on NE 180th St. west of 15th Ave. NE, would be improved.

When this total sidewalk improvement is complete, pedestrians will find the North City business district safer and easier to use. The pages which follow describe this project and its two phases in greater detail.

Project 1

-  Street Trees
-  Improved Sidewalks with Street Trees



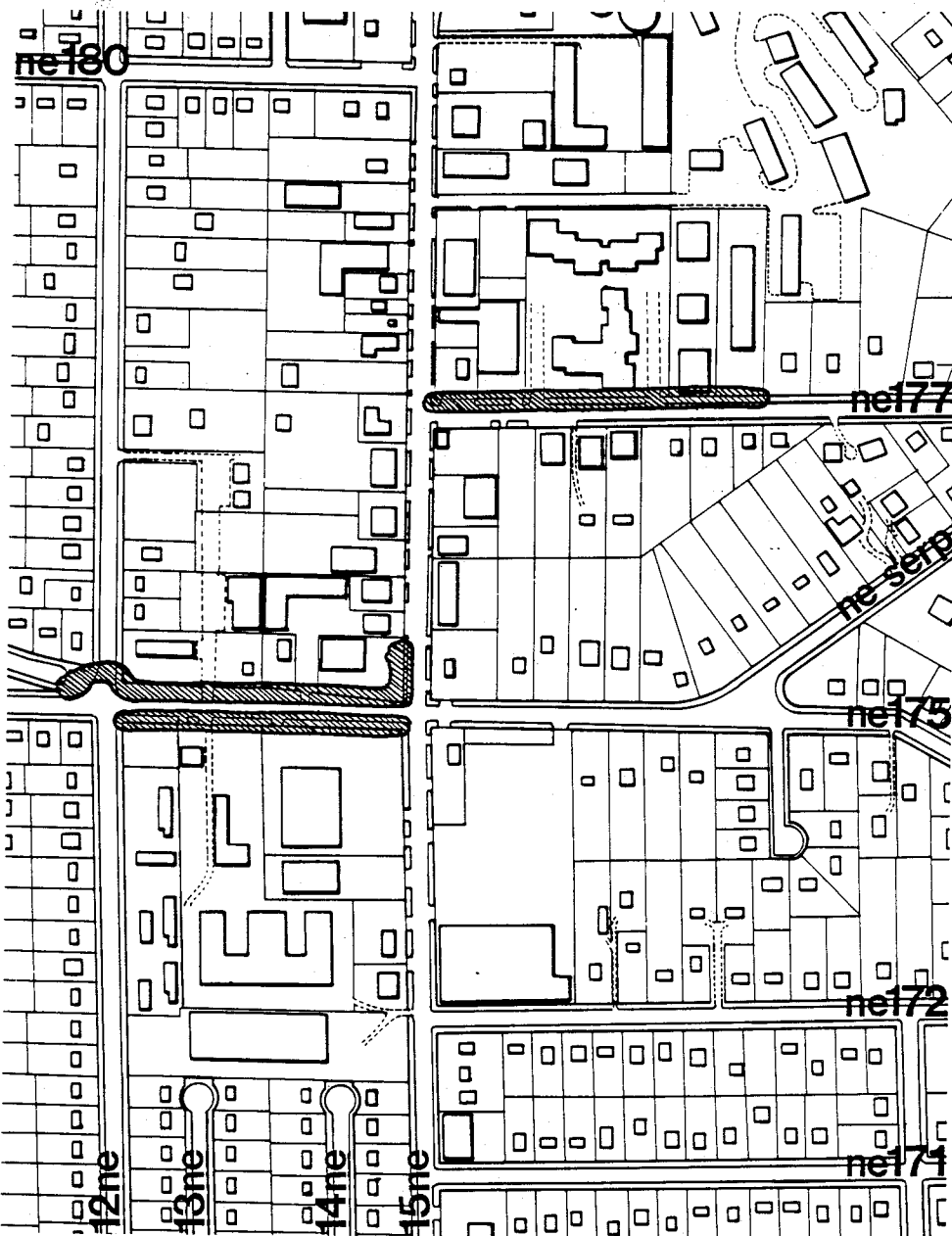
Project 1: phase 1

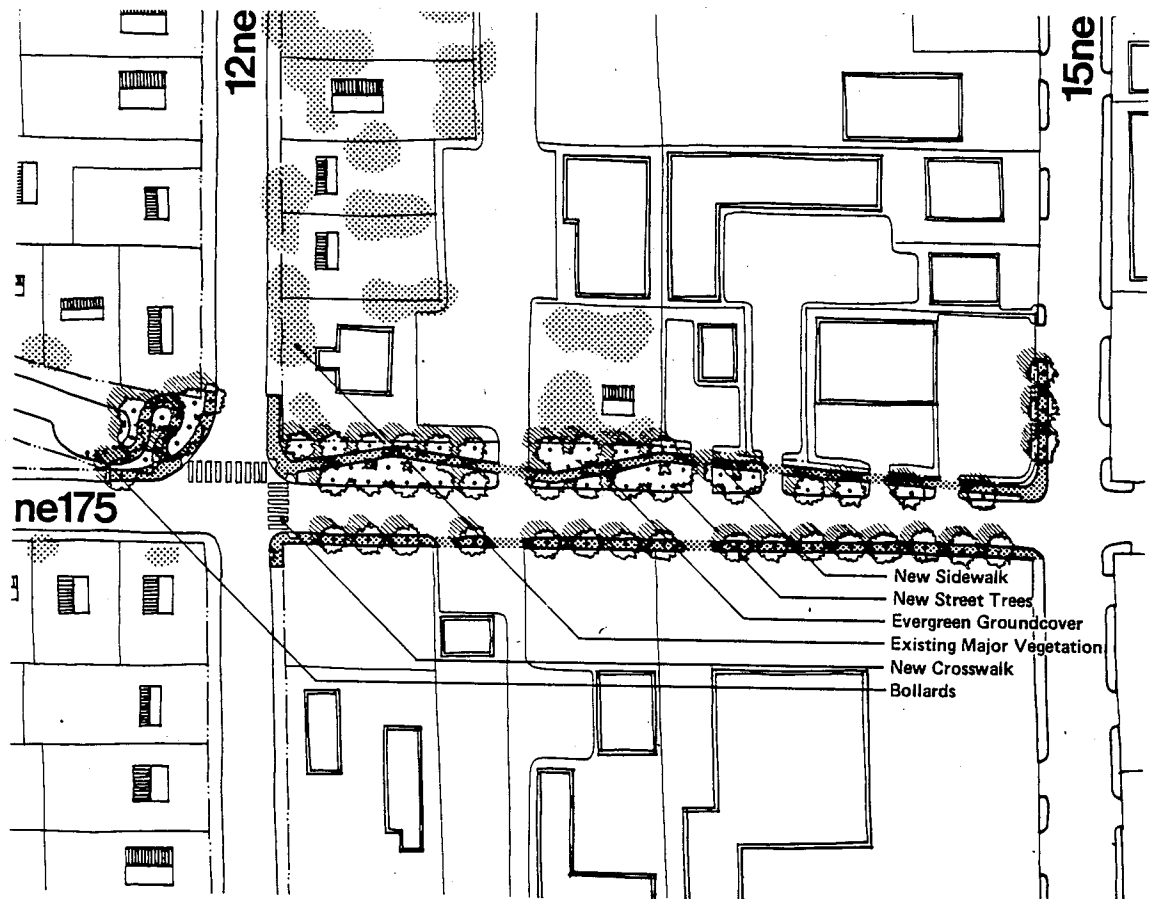
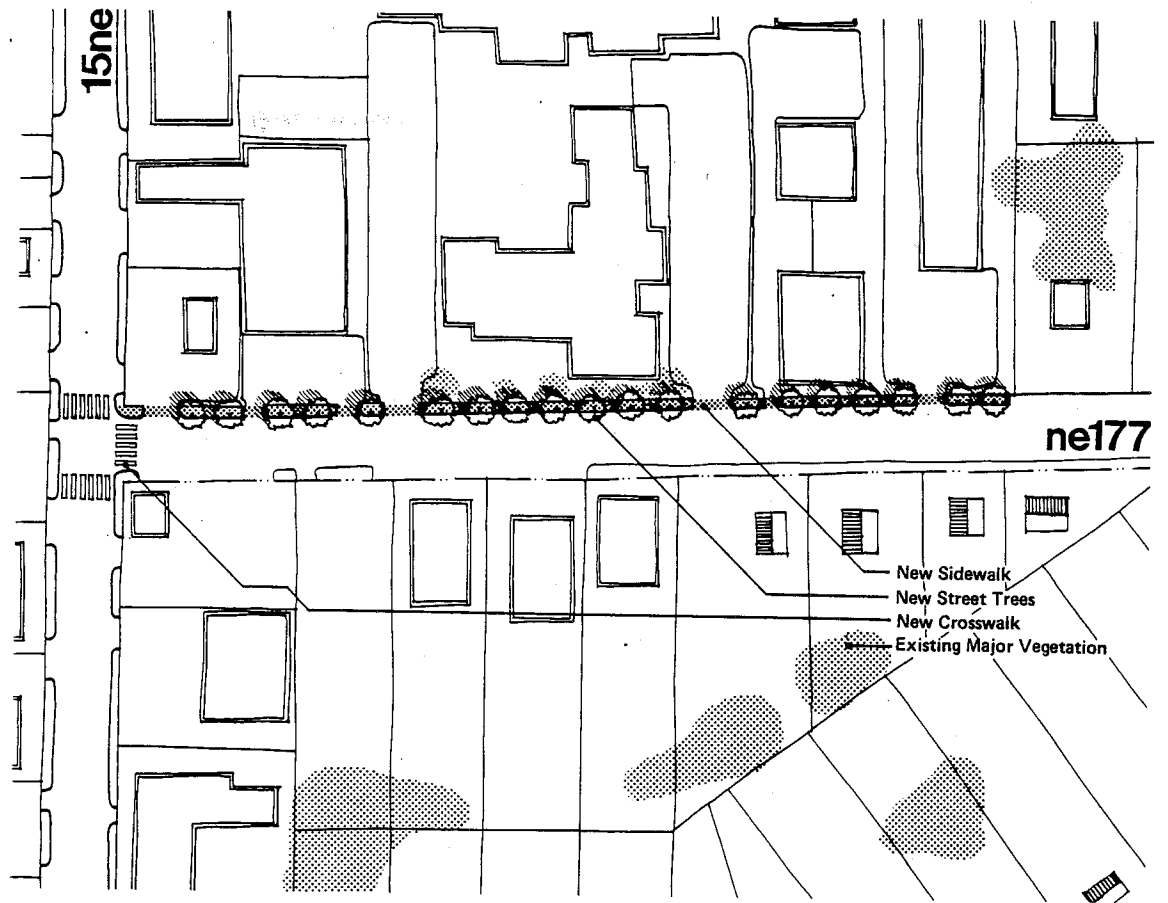
The first phase of this project proposes that new sidewalks be constructed within the street right-of-way, in the areas shown on the map below.

The portion of this project which is along NE 175th St. currently has gravel/dirt walkways that are in poor condition. This segment is along a primary route to the commercial area for both pedestrians and automobiles. Its condition is both a safety hazard and a visual blight. At the northwest end of this project, a ramp and additional landscaping is proposed to connect the existing street end to NE 175th St. This area is now a dirt slope which is heavily used by pedestrians.

The portion along NE 177th St. has no pathway at all. People living in the multi-family area east of North City must walk in the street to get to the business area, creating another unsafe situation.

These sidewalks would generally be eight feet wide and would include street trees and an evergreen ground cover. The drawings, opposite, further describe these two projects.





Project 1: phase 2

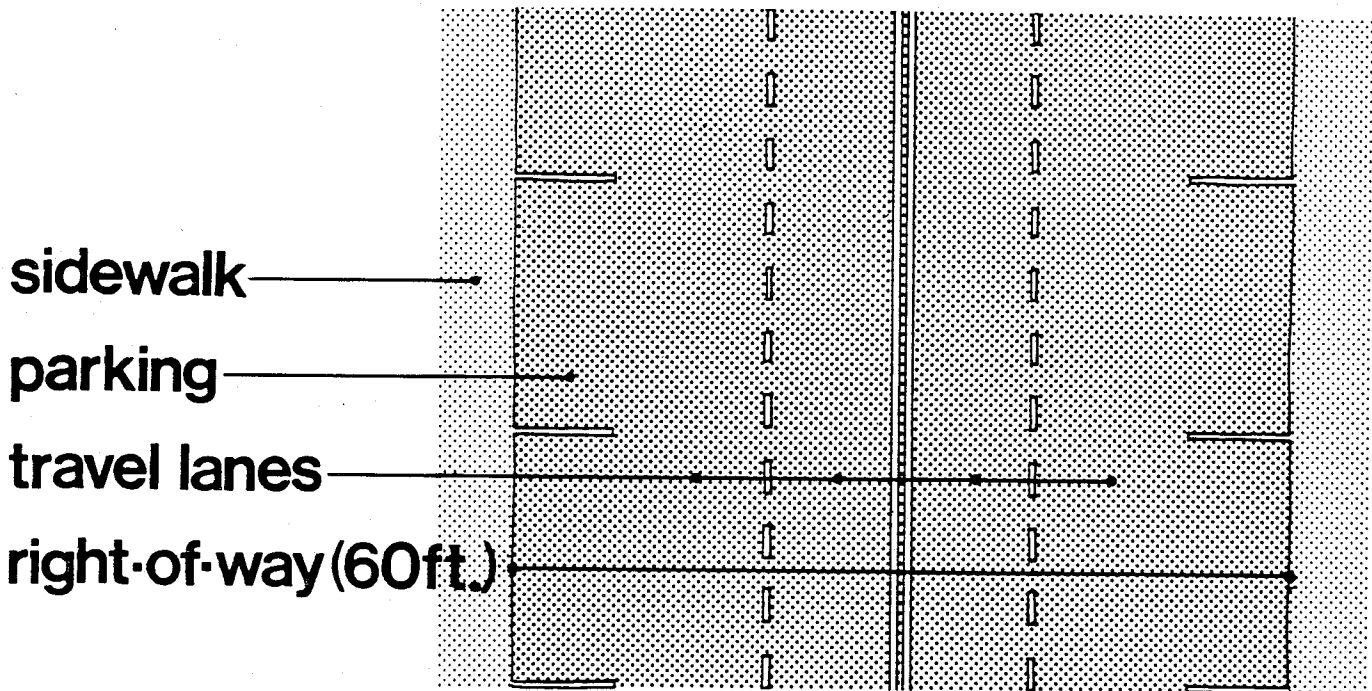
The second phase of this project would generally take place in those areas where the existing sidewalks are on private property. The drawing, below, shows the current configuration of 15th Ave. NE. The street right-of-way is filled by four travel lanes and two parking lanes. The sidewalks are directly adjacent, outside of the right-of-way on private property.

Two methods of achieving a sidewalk/landscaping improvement are possible. One method, Alternative A, would place street trees outside of the sidewalk, on private property, providing a good definition of the sidewalk edge. This location also would provide some protection from automobiles in adjoining parking lots.

The second method, Alternative B, would involve restriping 15th Ave. NE to five lanes, adding a two way left turn lane (TWLTL). This restriping would result in the same number of travel lanes but remove the existing on-street parking. This restriping would allow street trees to be planted within the right-of-way and allow the sidewalk to be widened to about eight feet. The loss of on street parking would impact some businesses which have little parking of their own. For this reason, restriping should not be undertaken until a majority of business people along this street approve of the proposal. In addition, a local improvement district (LID)*, which requires majority consent, would probably be necessary to fund a portion of this project.

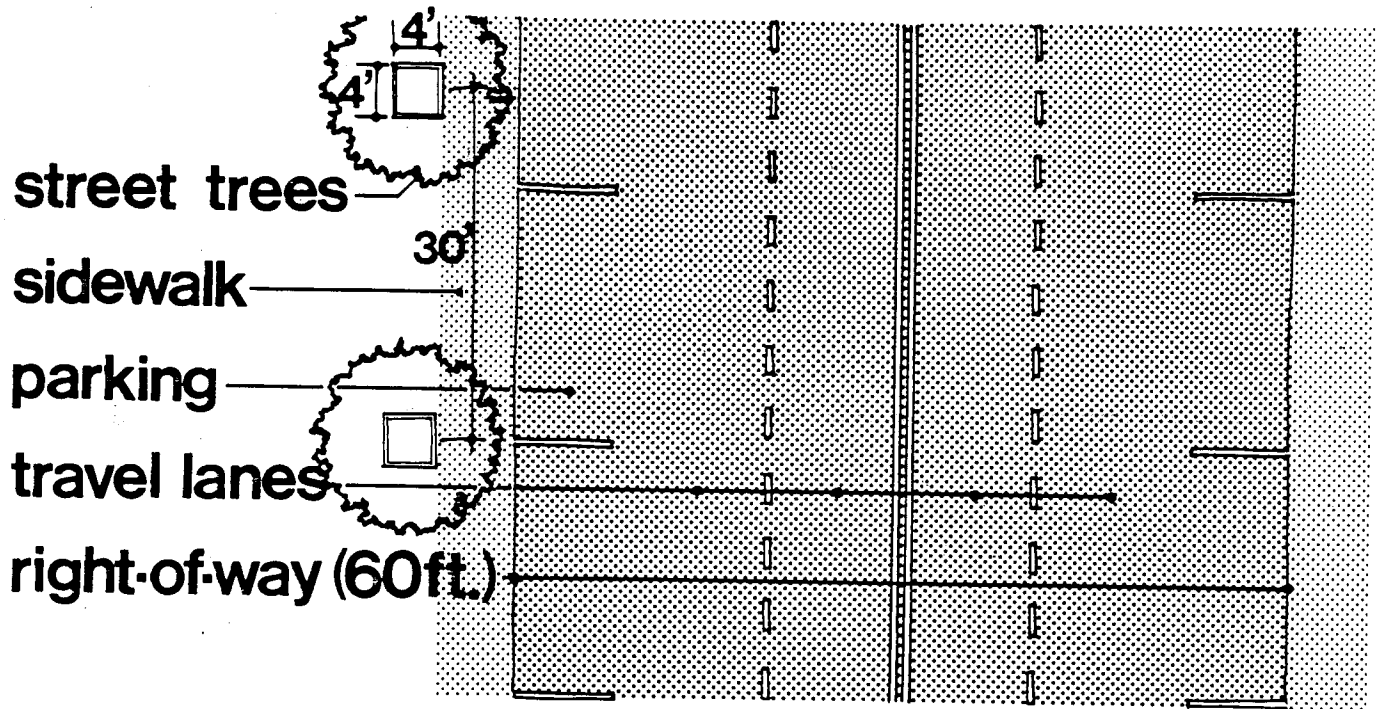
One of these methods should be used to improve sidewalks and increase landscaping along 15th Ave. NE. Area property owners and business people should decide which improvement is most appropriate.

Existing Condition

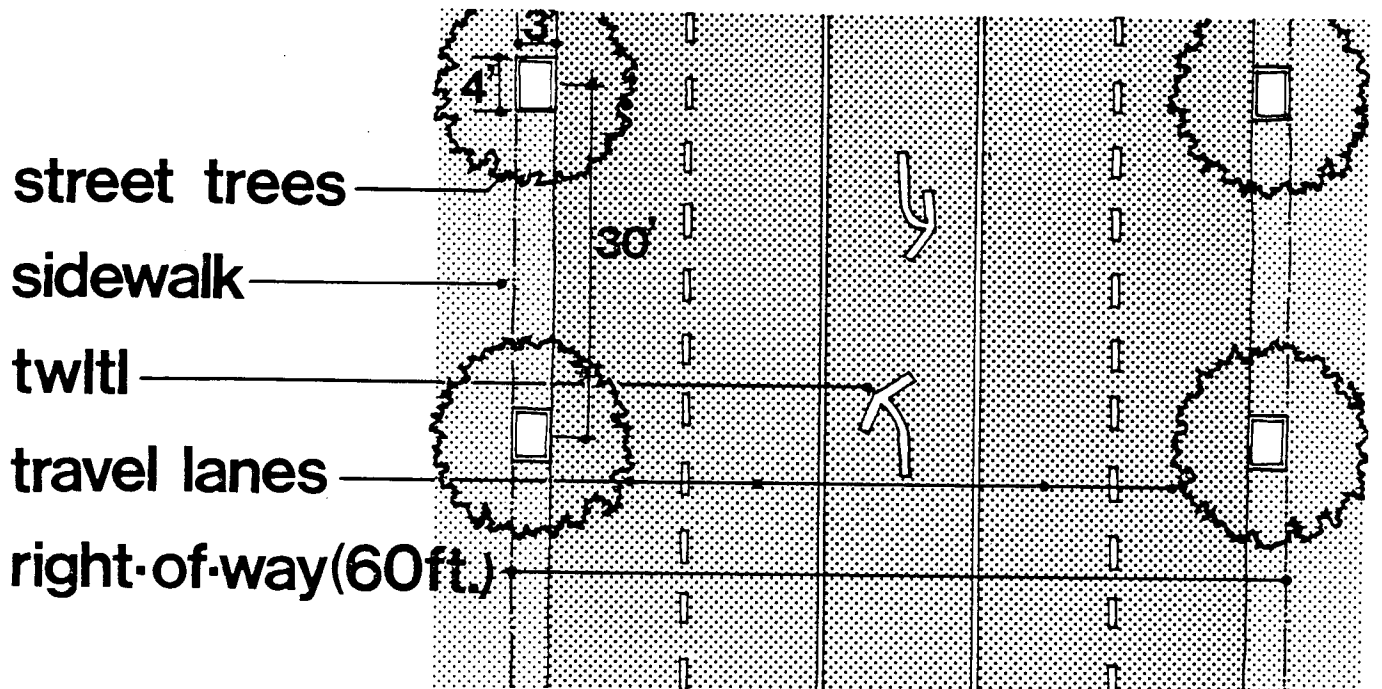


* Briefly, LID's are often appropriate when property owners want to undertake a major improvement. Generally, a portion of the project is paid for by property owners, based on the percentage of the project which abuts their property. When 60% of the owners agree to participate, the LID is formed. One benefit of this method is that the property owners, together, pay only about 50% of the total project cost. The remainder may come from county road funds or federal grants. Costs can also be spread over a period of up to 20 years, resulting in a low per year cost to each individual.

Alternative A



Alternative B



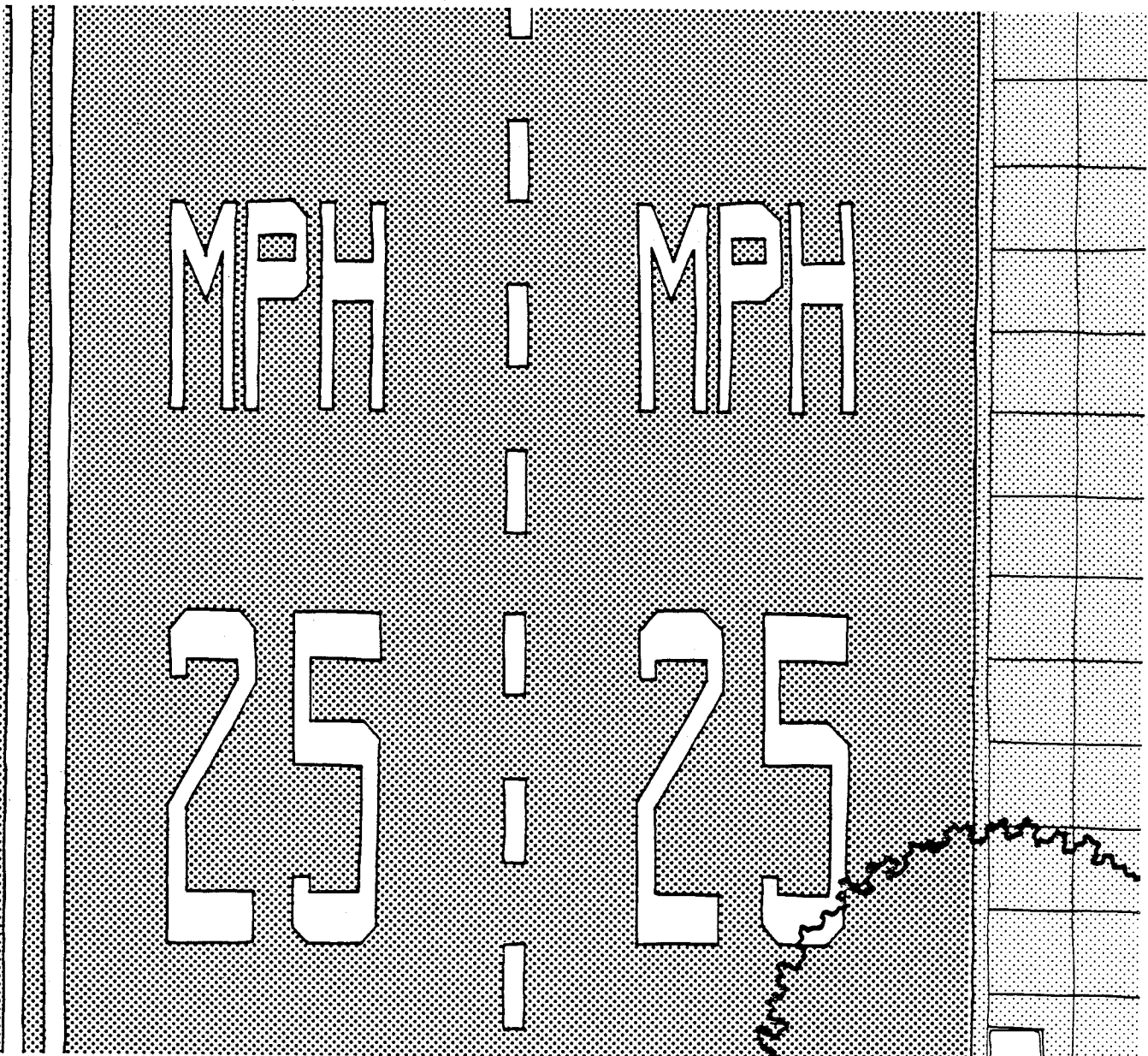
Project 2 Define the northern, southern and western entrances to the business district.

As was shown in the section "Traffic Volumes", 15th Ave. NE and NE 175th St. are the two major arterials which serve North City. This project proposes that the entrances to the business district be reinforced along these arterials to help provide an identity to North City. This feeling of entrance is an important step in making people aware of the commercial area.

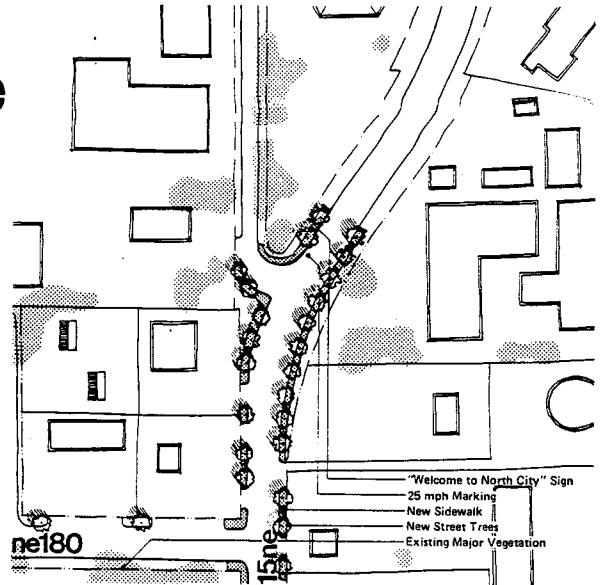
The sidewalk/landscaping improvements proposed in Project 1 will help emphasize this aspect. This project proposes two additional elements; a "25 MPH" pavement marking to encourage compliance with the existing speed limit, and a "Welcome to North City" sign located at the edge of the street. A typical pavement marking is shown below. The drawings opposite, show the location of these improvements in greater detail.

The "Welcome to North City" sign should be designed by members of the community, perhaps the result of a local design competition. Not only would the design of the welcome sign come from the community, but the competition itself could help improve community spirit.

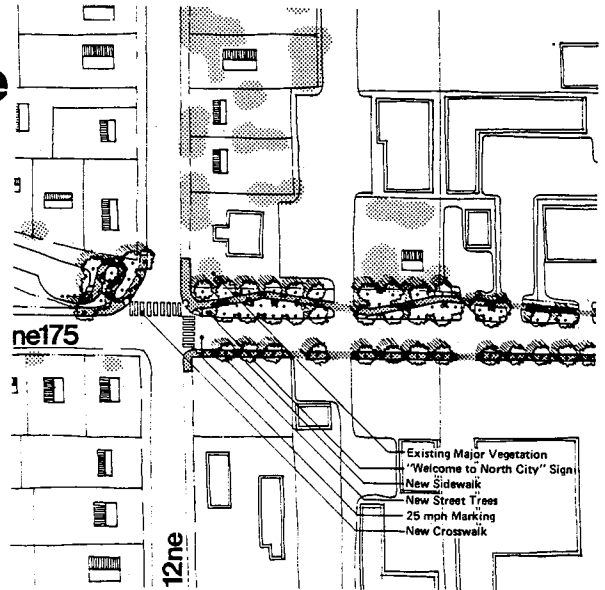
Pavement Marking



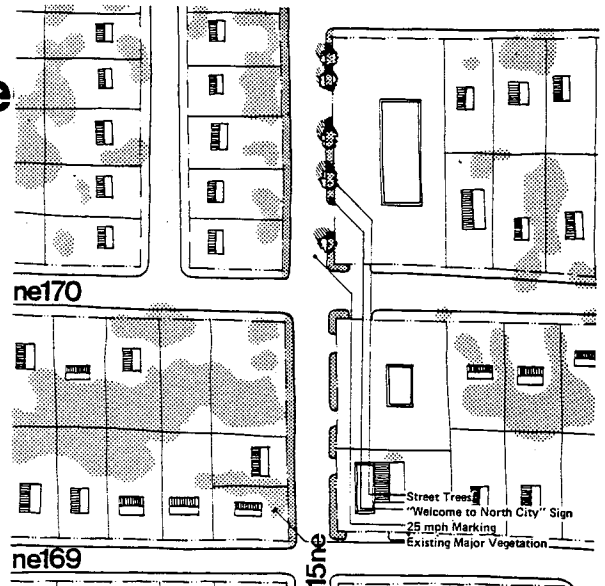
North Entrance



West Entrance



South Entrance

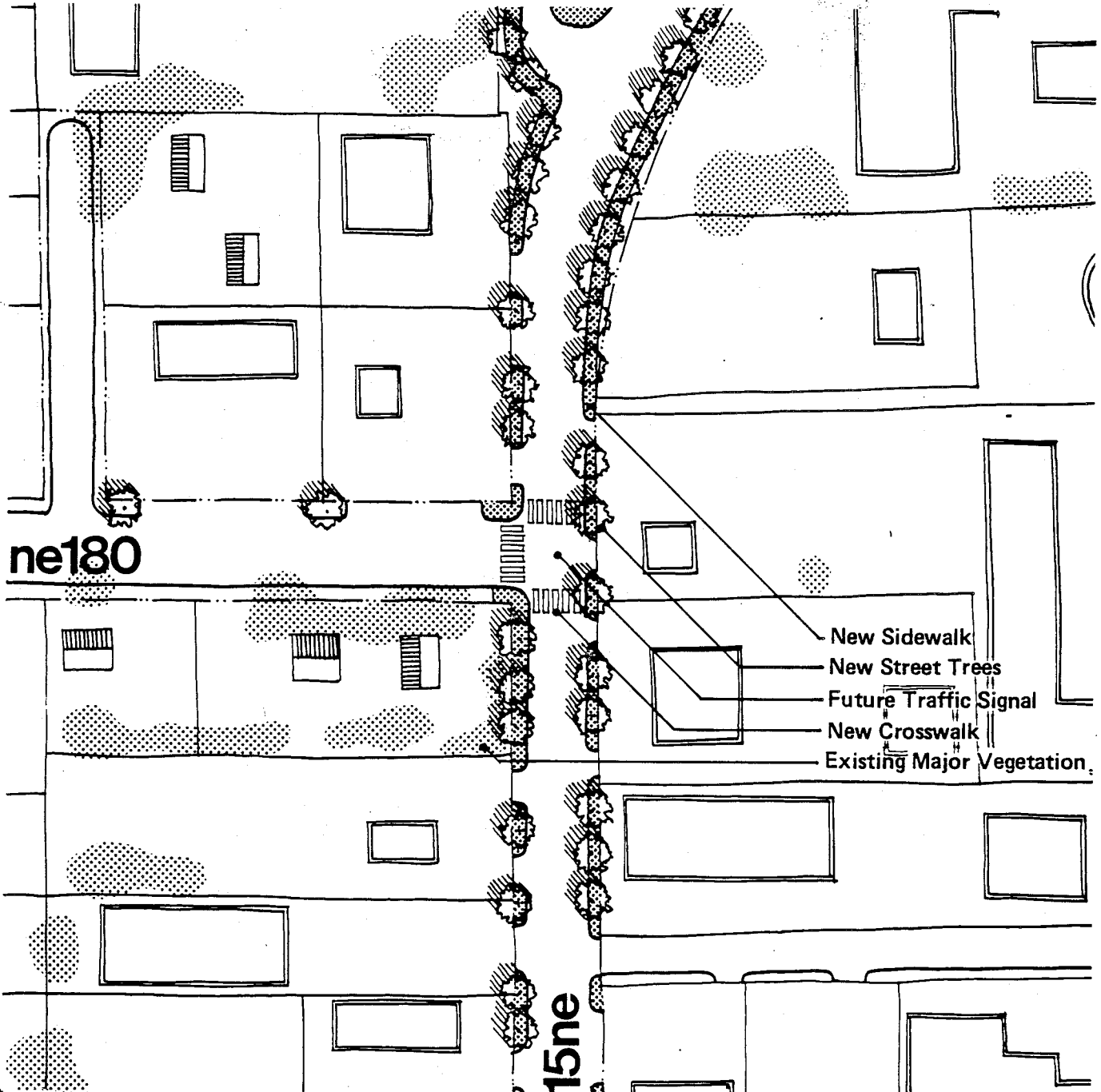


Project 3

Develop a crosswalk at the intersection of NE 180th St. and 15th Ave. NE.

This proposal is for a new crosswalk located at NE 180th St. and 15th Ave. NE. This intersection is used by a large number of pedestrians. Its location near a corner, and at the crest of a hill, make visibility difficult. A traffic signal would not be needed initially. However, with the fire station close-by on NE 180th, and the large amount of traffic on 15th Ave. NE, a signal is desirable in the future.

This crosswalk should be striped with wide white bars, instead of the standard two narrow parallel lines, to increase visibility. This type of crosswalk is further described in the section: Guidelines for Sidewalk Development. When this new striping is used, all other crosswalks in the business district should be similarly painted. If crosswalks are striped differently, they become difficult to see. A driver used to seeing boldly marked crosswalks may miss seeing one which is more traditionally striped.



Development Guidelines

This portion of the recommendations section proposes guidelines for new and existing developments in North City. Two methods could be used to carry out these guidelines.

One method would involve voluntary community action. Existing businesses could improve their property to the proposed guidelines in order to contribute to a general upgrading of the business district.

The second method would be to apply these guidelines as conditions of new development. Conformance to these guidelines would be required during review of building permit applications and future zoning re-classification requests. This method would insure that any new construction or major remodeling would be compatible with the goals and desires of the community.

Both methods of realizing these guidelines should be used.

The sidewalk, landscaping and access guidelines are each first discussed generally. Drawings and descriptions indicate the desired result. Then, these general guidelines are shown as they apply to specific properties in North City.

Guidelines for Sidewalk Development

A uniform treatment of sidewalks can provide a feeling of continuity within the business district. A common treatment also helps unify various widths and configurations of sidewalks. The drawing, opposite, depicts a typical section of sidewalk. The map which follows indicates where sidewalks should be developed.

Also shown is a proposal for crosswalk striping. This method of marking crosswalks has been used successfully in other areas of the country. It is especially effective in commercial areas where drivers are often distracted by advertising signs and traffic congestion.

STREET TREES

Street trees provide visually pleasing results at low cost. They soften and define the edges of the street and provide a pleasant environment for the pedestrian and shopper. In areas such as North City which have mature trees, street trees reinforce the visual qualities of the existing vegetation.

Street trees should be placed in openings about four feet in diameter to ensure that an adequate amount of moisture will reach the soil. The openings can be covered using a variety of methods. Tree grates provide protection and allow for easy passage of moisture. Perforated concrete pavers, while not as visually rich, serve a similar purpose. Any method used should allow for expansion to accommodate tree growth.

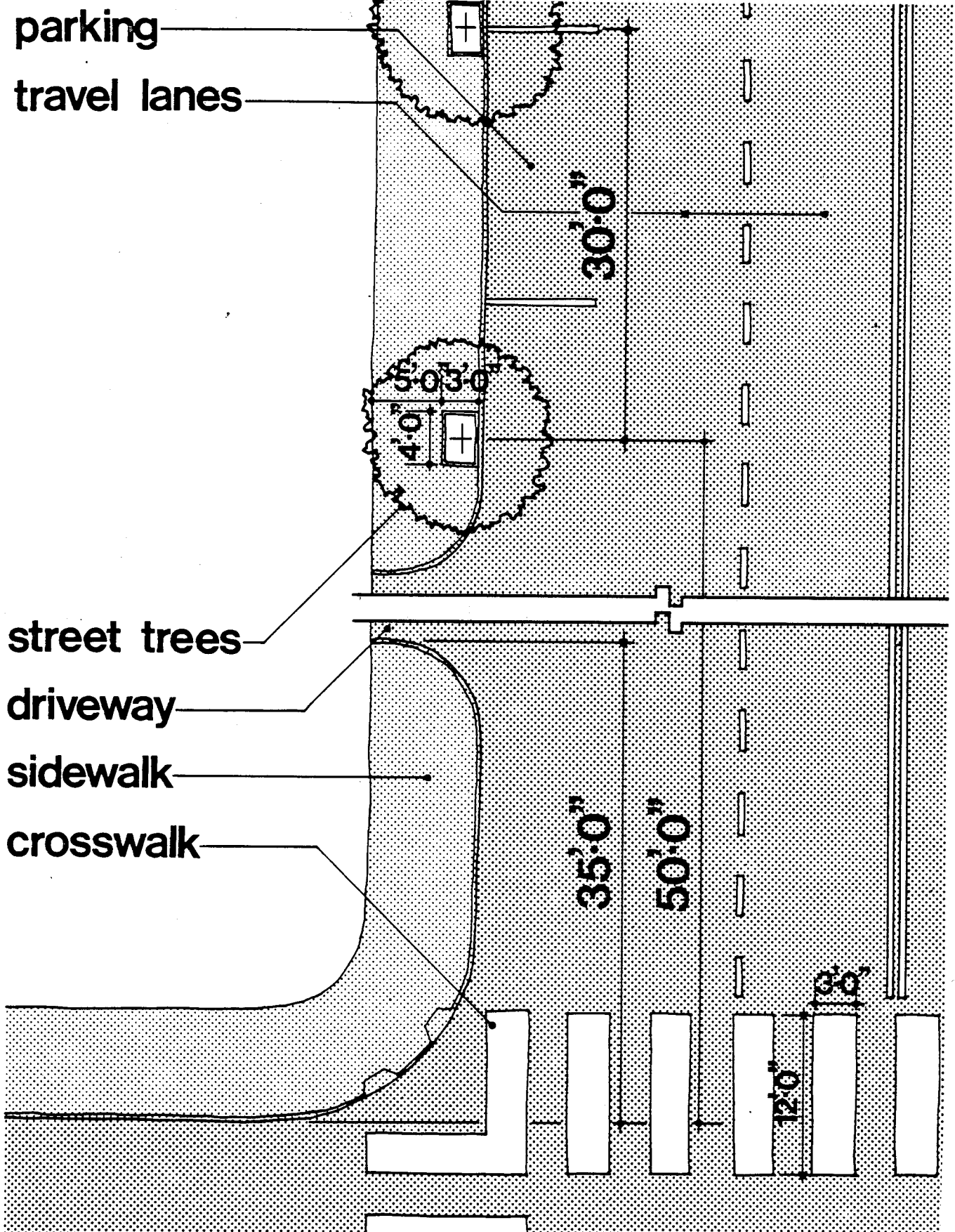
Street trees should be planted a maximum of thirty feet, trunk to trunk. Closer spacing is often appropriate. Trees should be placed at least 2'0" from the street edge-3'0" if space allows. This distance will afford some protection from passing vehicles, particularly tall vans and buses.

Deciduous trees are recommended. Given our climate with its numerous gray days, it is desirable to have maximum sun penetration in winter and some shade in summer, which deciduous trees provide. In addition most coniferous species do not lend themselves to the pruning of lower branches, necessary for clearance. Many deciduous species develop naturally into a canopy type growth, which allows sufficient clearance.

The following are some commonly recommended species. There may also be other species suitable for use as street trees.

Genus	Species	Variety	Common Name	SMALLER TREE	MEDIUM STREET	LARGE BOULEVARD
Acer	campestre		Hedge maple		●	
Acer	davidi		David's maple		●	
Acer	platanoides		Norway maple		●	
Acer	pseudoplatanus		Planetree maple			●
Acer	rubrum		Red maple		●	
Acer	saccharum		Sugar maple		●	
Aesculus	carnea		Rhorsechestnut		●	
Aesculus	hippocastanum		Horsechestnut			●
Betula	nigra		Black birch		●	
Betula	papyrifera		Paper birch		●	
Carpinus	betulus		European hornbeam		●	
Carpinus	caroliniana		American hornbeam		●	
Castanea	mollissima		Chinese chestnut			●
Castanea	sativa		Spanish chestnut			●
Cercidiphyllum	japonicum		Katsura tree		●	
Dovidia	involucrata		Dove tree	●		
Fagus	sylvatica		European beech			●
Fagus	sylvatica cuprea		Copper beech			●
Fagus	sylvatica purpurea		Purple beech			●
Ginkgo	biloba		Ginkgo			●
Gleditsia	triacanthos inermis		Thornless honey locust		●	
Liquidambar	styraciflua		Sweet gum		●	
Liriodendron	tulipifera		Tulip tree			●
Magnolia	kobus		Kobus magnolia		●	
Malus	spp.		Flowering crabapples		●	
Platanus	acerifolia		London plane		●	
Prunus	spp.		Flowering cherries		●	
Quercus	borealis		Red oak			●
Quercus	coccinea		Scarlet oak		●	
Quercus	ilex		Holly oak			
Tilia	cordata		Linden basswood	●		
Umbellularia	californica		California laurel	●		
Zelkova	serrata		Zelkova		●	

Typical Sidewalk



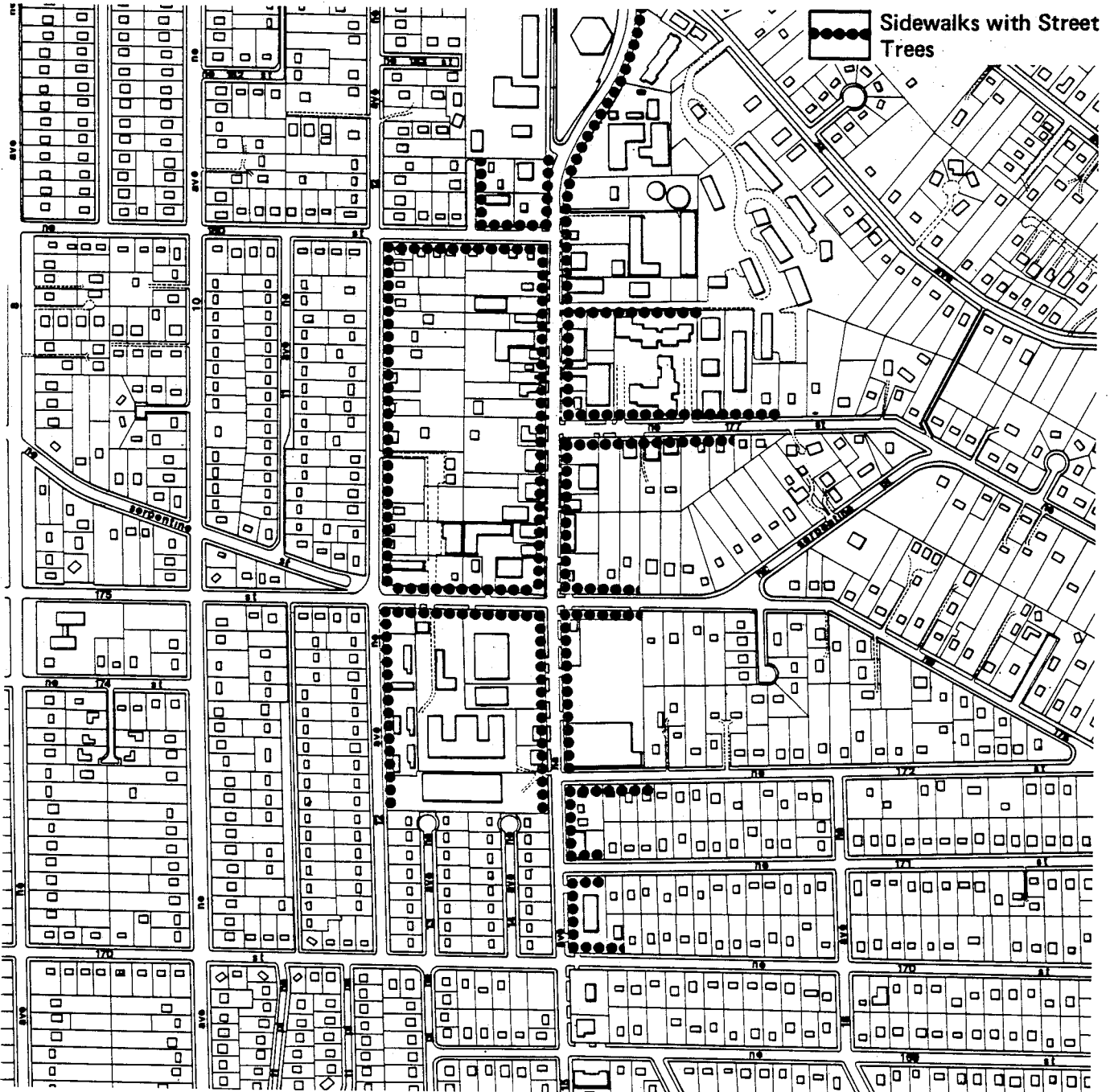
Sidewalk Locations

The map, below, indicates where new sidewalks with street trees should be developed. The sidewalks shown would be developed in one of three ways:

1. By King County as part of a capital improvement project,
2. By King County and property owners as part of a Local Improvement District, or
3. By property owners as a condition of new development.

Basically, these improvements would be required on all street frontage adjacent to multi-family, commercial or public/institutional development. In areas where sidewalks exist, some minor improvement or tree planting may be all that is needed. Where no sidewalks currently exist, a more complete upgrading will be necessary.

This method of sidewalk improvement will eventually result in a complete sidewalk network for North City which will link major residential developments to the commercial area.



Landscaping Guidelines

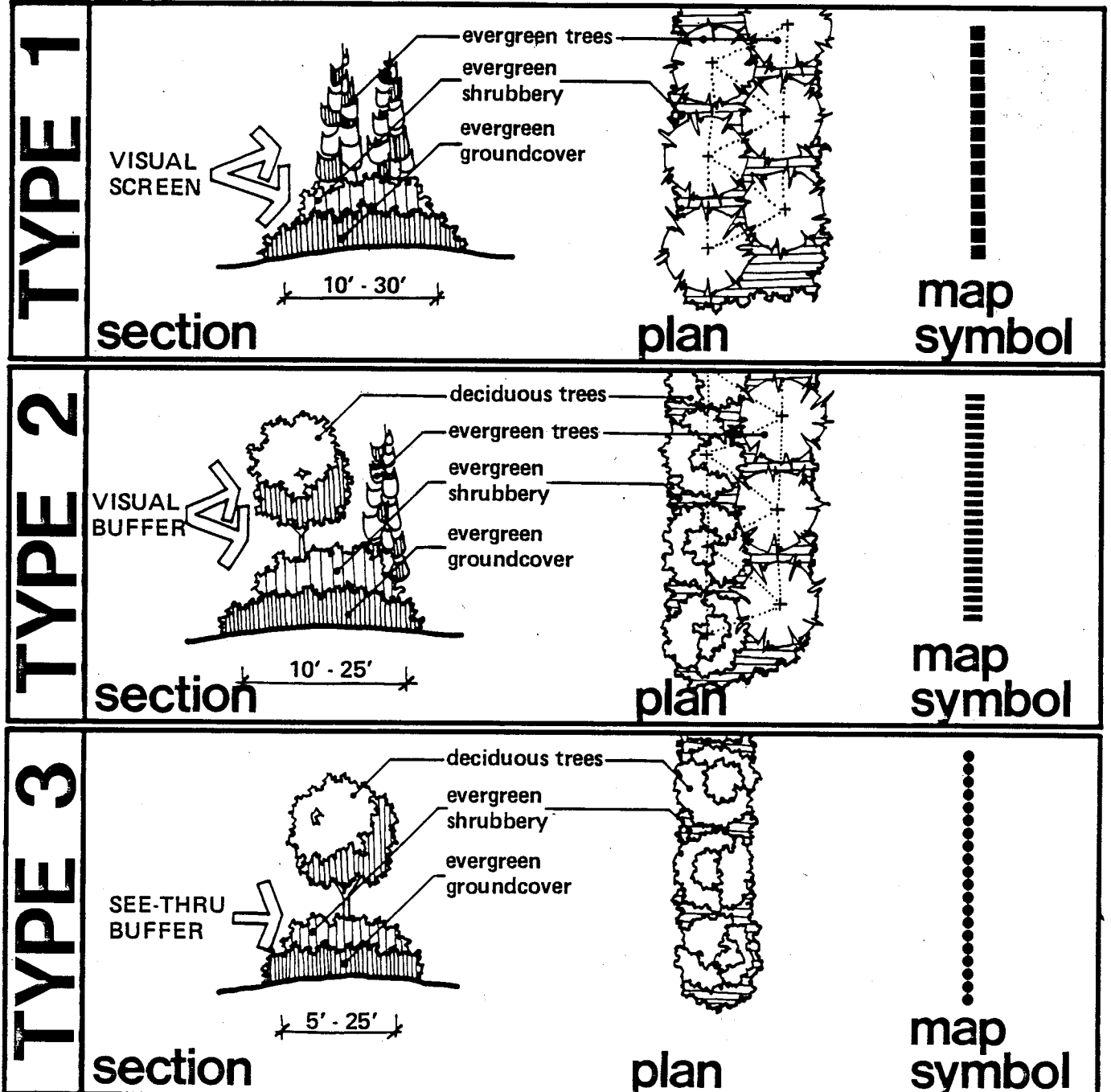
The guidelines in this section are based on the county-wide landscape ordinance. The intent of the ordinance is to:

1. Provide a landscaped buffer between different intensities of land use,
2. Provide landscaping along street frontage, and
3. Provide landscaping within parking lots.

Landscaping will result in reduced conflict between different land uses and a more attractive environment. New developments in North City are required to comply with these guidelines. Existing businesses being remodeled would have to comply, if the cost of remodeling is more than 50% of the value of the structure.

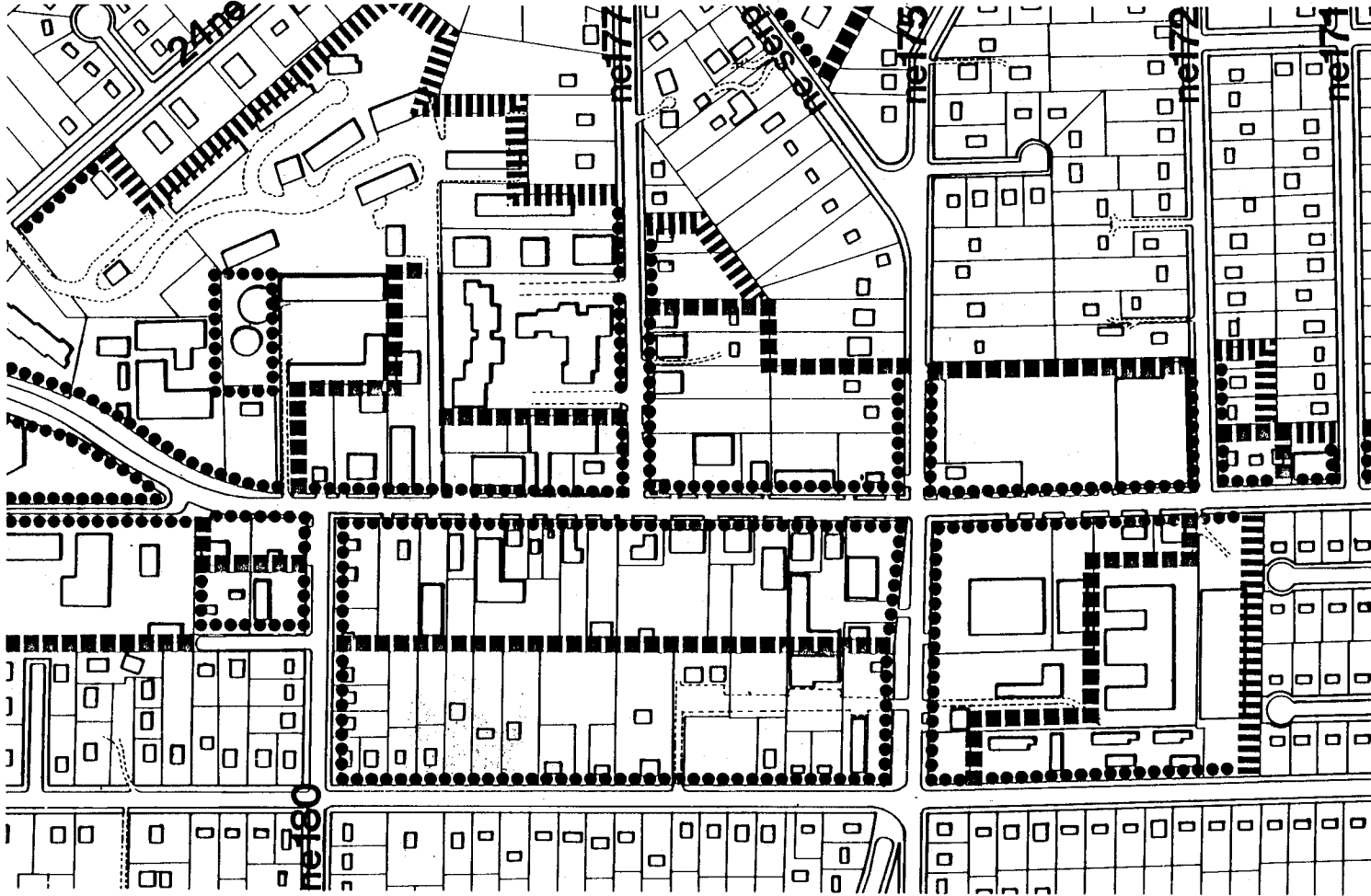
The drawings, below, depict the various types of required landscaping. These drawings are meant to be a general guide, they should not preclude other forms of landscaping.

The map on the following page indicates where these types of landscaping would be required.



Landscaping Locations

- Type 1 - Visual Screen
- Type 2 - Visual Buffer
- Type 3 - See-Thru Buffer

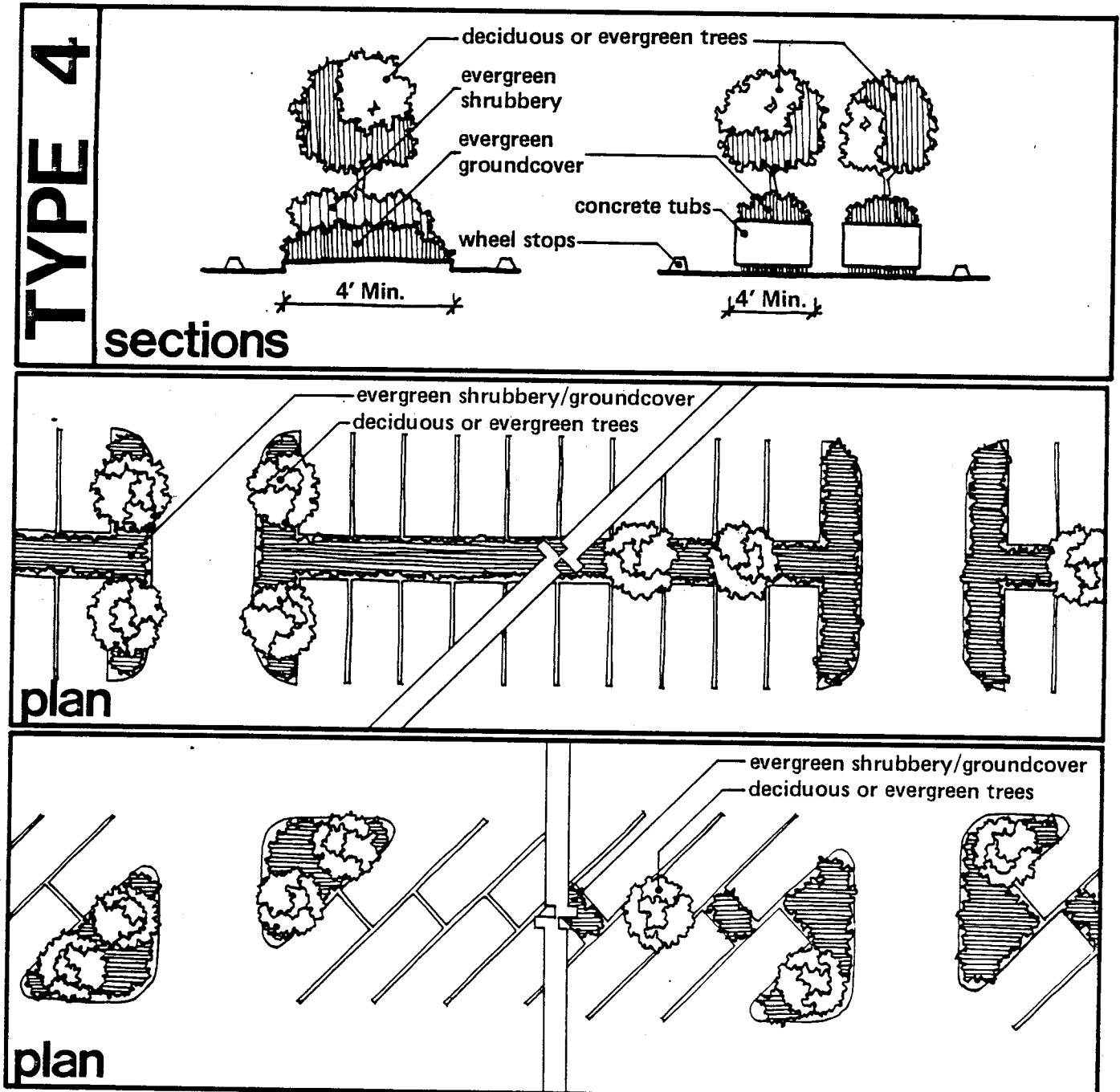


Landscaping in Parking Lots

The goal of these requirements is to soften large areas of parking with trees and groundcover. Landscaping in parking lots can cause a dramatic visual improvement in any commercial area. It also can define parking rows and stalls, making parking lot circulation more easily understood. This landscaping shall be provided as follows:

- o In areas with over 30 parking stalls, excluding other required landscaping, three percent of the area should be landscaped,
- o One tree for every five spaces should be provided, reasonably distributed throughout the parking lot,
- o No parking space should be more than 60 feet from some landscaping,
- o Permanent curb and/or structural barriers should be provided to protect the plantings, and
- o A minimum of 40 percent of the trees should be evergreen.

Deciduous trees are recommended for use in parking lots. They provide shade in summer and their canopy type growth does not restrict sight lines, an important safety aspect.



Access Guidelines

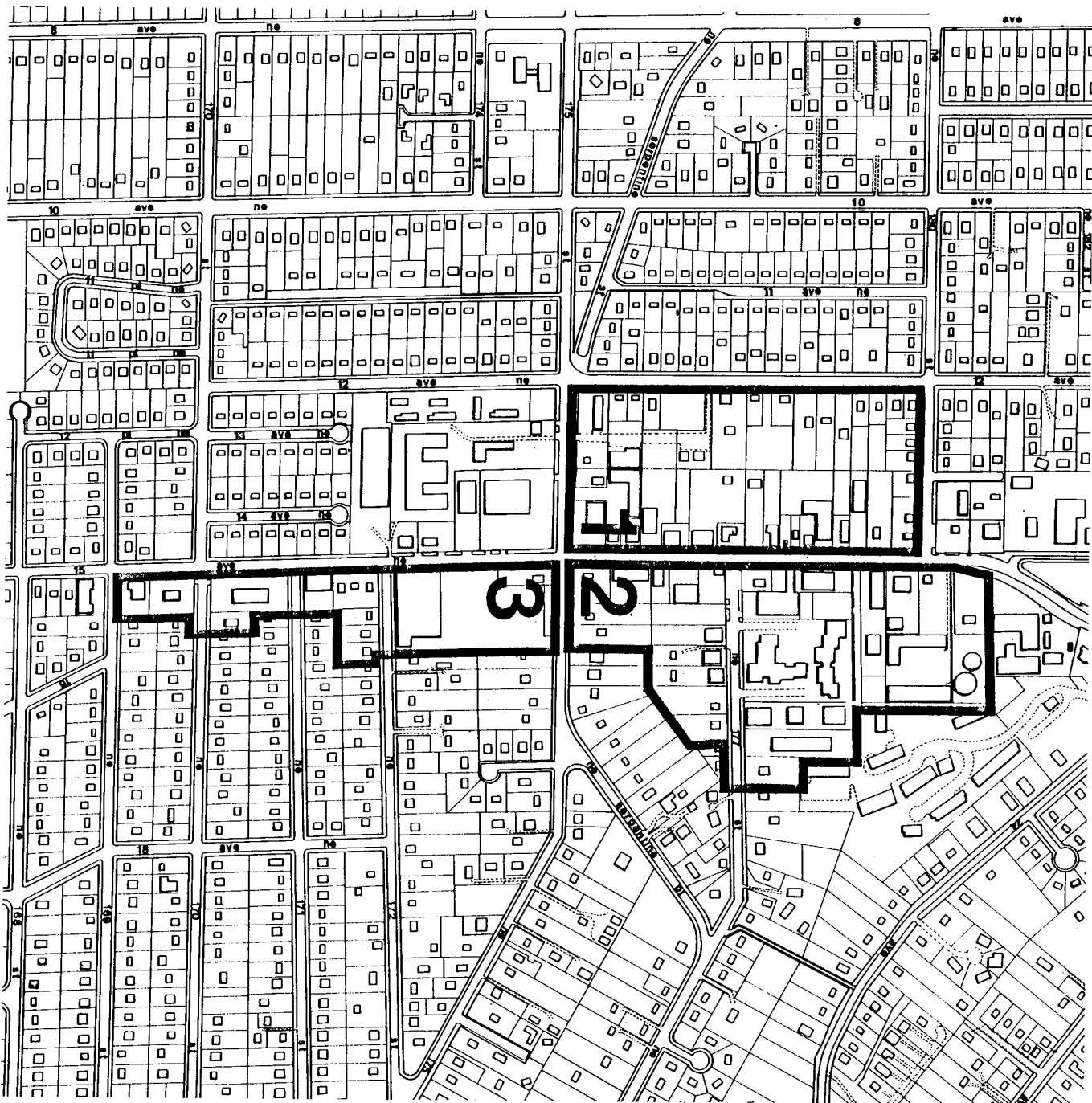
The goal of these guidelines is to improve both traffic flow and pedestrian safety. The guidelines would better define walkways and sidewalks, and control access points to commercial streets. Internal site design is also important. The way that buildings, parking areas and walkways work together determines the efficiency of the total system. Well designed sites benefit both the user and the property owner.

The following are recommended guidelines:

- o Lots with less than 75' of street frontage should be limited to one driveway,
- o Lots with over 75' of street frontage should be limited to two driveways,
- o Joint use of driveways serving two adjacent properties is encouraged,
- o No driveway should be closer than 35' from an intersection,
- o Abandoned driveways and curb cuts should be properly restored,
- o Driveways should be defined and emphasized by street frontage landscaping, and
- o An identifiable pedestrian walkway should be developed linking the street to the store. This walkway should be distinguished from parking lots by curbing, change in elevation, texture or strips of landscaping which make it an identifiable path.

The pages which follow describe specific property groups. Drawings and text illustrate one possible application of these guidelines. These examples are not meant to preclude other types of site organization.

The map, opposite, indicates the property groups for which these guidelines are proposed.





Property Group 1

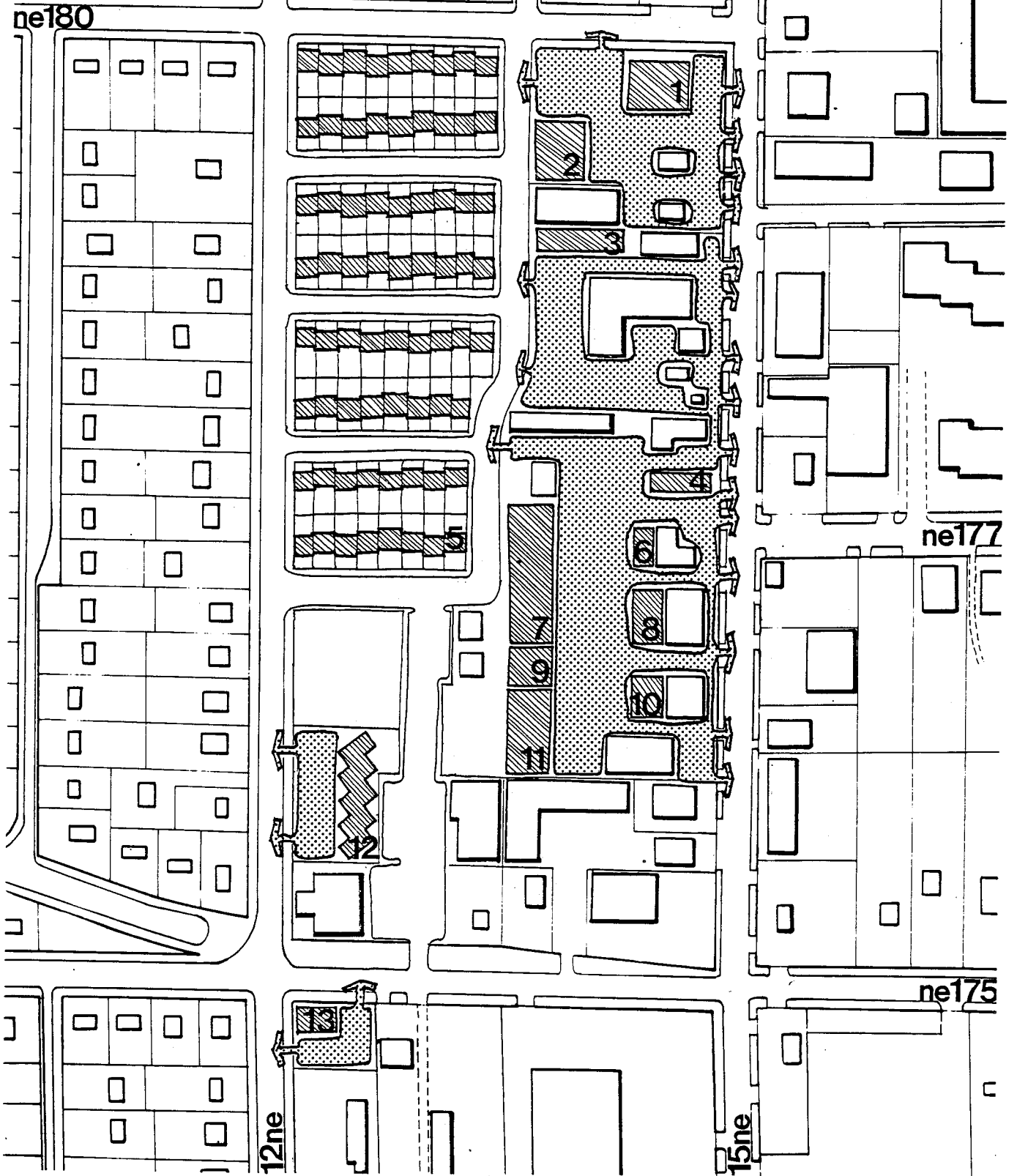
The concept shown opposite, emphasizes infill of vacant commercial land, joint use of parking areas and development of a new, mid-block north-south access street.

1. This commercial building is shown with good pedestrian access to NE 180th St. It's relation to 15th Ave. NE is similar to those buildings to the south. Right-of-way for a half street, along the western property line, should be dedicated as a condition of development. One new access point should be allowed north to NE 180th St., and one should be allowed west to the new street.
2. This commercial building is shown using the rear portion of a partially developed site. Shared parking with the properties north and south is encouraged. Right-of-way for a half street, along the western property line, should be dedicated as a condition of development.
3. This commercial building is also shown using the rear portion of a partially developed site. Parking would need to be either shared with adjacent lots or placed below grade.* Right-of-way for a half street, along the western property line, should be dedicated as a condition of development.
4. This commercial building is shown using the eastern portion of the site, adjacent to 15th Ave. NE. Sufficient parking exists on this site to allow new construction. Shared parking is encouraged however. A store front to street edge relationship similar to those buildings to the north and south is also encouraged.
5. This large parcel, the north-west quarter of this block, is shown developed as townhouses. The type of development would be allowed if the "potential" zone was actualized. This proposal anticipates that several parcels will be assembled into one and recommends that a mid-block north-south street be developed. In addition, east-west private streets would allow good access to each parcel. This development pattern would minimize the number of drive ways onto 12th Ave. NE, protecting the character of the neighborhood to the west. Right-of-way for these streets should be required as a condition of development.
- 6-11 These six commercial buildings are shown surrounding a central parking lot. This is one of the largest undeveloped areas in North City and generally suffers from poor access. Buildings 6, 8 and 10 back up to existing structures and are oriented west to the parking area. Buildings 7, 9 and 11 turn their back to the residential area to the west and face the parking area to the east. Good entrance signing on 15th Ave. NE, would emphasize the location of this new commercial area.
12. This multi-family property is shown with parking adjacent to 12th Ave. NE. Two access points to 12th Ave. NE should be allowed. A landscaped berm between the parking area and 12th Ave. NE would effectively screen the parking area and would provide an attractive addition to the neighborhood.
13. This commercial building is shown at the northeast corner of the site, with parking behind. This location will help emphasize the western entrance to North City and will result in good building visibility. One access point to NE 175th St. and one to 12th Ave. NE should be allowed.

*KCC 21.50.050 Parking requirements for common facilities. Common parking facilities for two or more buildings or uses may be provided in lieu of the individual requirements contained herein; provided, the total of such off-street parking facilities, when used together, shall not be less than the sum of the required parking facilities for the various uses computed separately, unless the combined parking area is to occupy a site of five thousand square feet or more, then the parking requirements as specified herein for each of two or more participating uses may be reduced not more than ten percent.

Property Group 1

 Building Location
 Parking Lot



Property Group 2

1. This multi-family building is shown with parking adjacent to 15th Ave. NE. Access should be limited to a single point, if possible, due to the number of nearby driveways and the poor sight distance at this corner. As described previously, a berm between the parking area and 15th Ave. NE would result in an attractive edge to the street and parking lot.
2. This commercial building is shown abutting the existing wood-frame structures on the site. Parking would remain at the rear of the site and existing access points could be used. As is shown, the potential for a large amount of additional development is possible.
3. This commercial property seems particularly appropriate for professional offices given the nearby multi-family and office uses. Access to parking should come from NE 179th St., directly south. This parking area could provide a through route to the multi-family development to the north.
4. This commercial building is shown oriented to the northwest corner of the site with parking behind. Parking should be shared with neighboring properties, and be well signed to encourage its use.
5. This commercial building is shown behind the existing tavern and uses a portion of the existing parking area. Shared parking is again encouraged to add some flexibility. Existing access points to this area could continue to be used.
6. This commercial building is shown south of the bank which fronts on NE 177th St. Its parking area would extend that which currently exists southward. This site is a good candidate for mid-block development because it can be easily seen from adjacent streets.
- 7&8 These two multi-family residential properties complete the eastern edge of the commercial area. Parking is shown adjacent to NE 177th St. and could be shared by both developments. One access point from each property, to NE 177th St., should be allowed. A landscaped berm between the parking lot and the street would result in a smooth transition to the residential area to the east.
9. This mixed-use building is shown oriented to the parking area, directly west. This design anticipates ground floor commercial space with two stories of apartments above. Residential parking could be beneath the top two floors, at the eastern edge of the site. The commercial parking area is located to the east and continues that described previously. When this parking area is complete, a north-south through street, parallel to 15th Ave. NE will result. This new through route would decrease congestion on 15th Ave. NE and would improve circulation throughout the area. Particular attention should be given to the landscaping treatment at the south end of this building, to emphasize its partly residential nature.

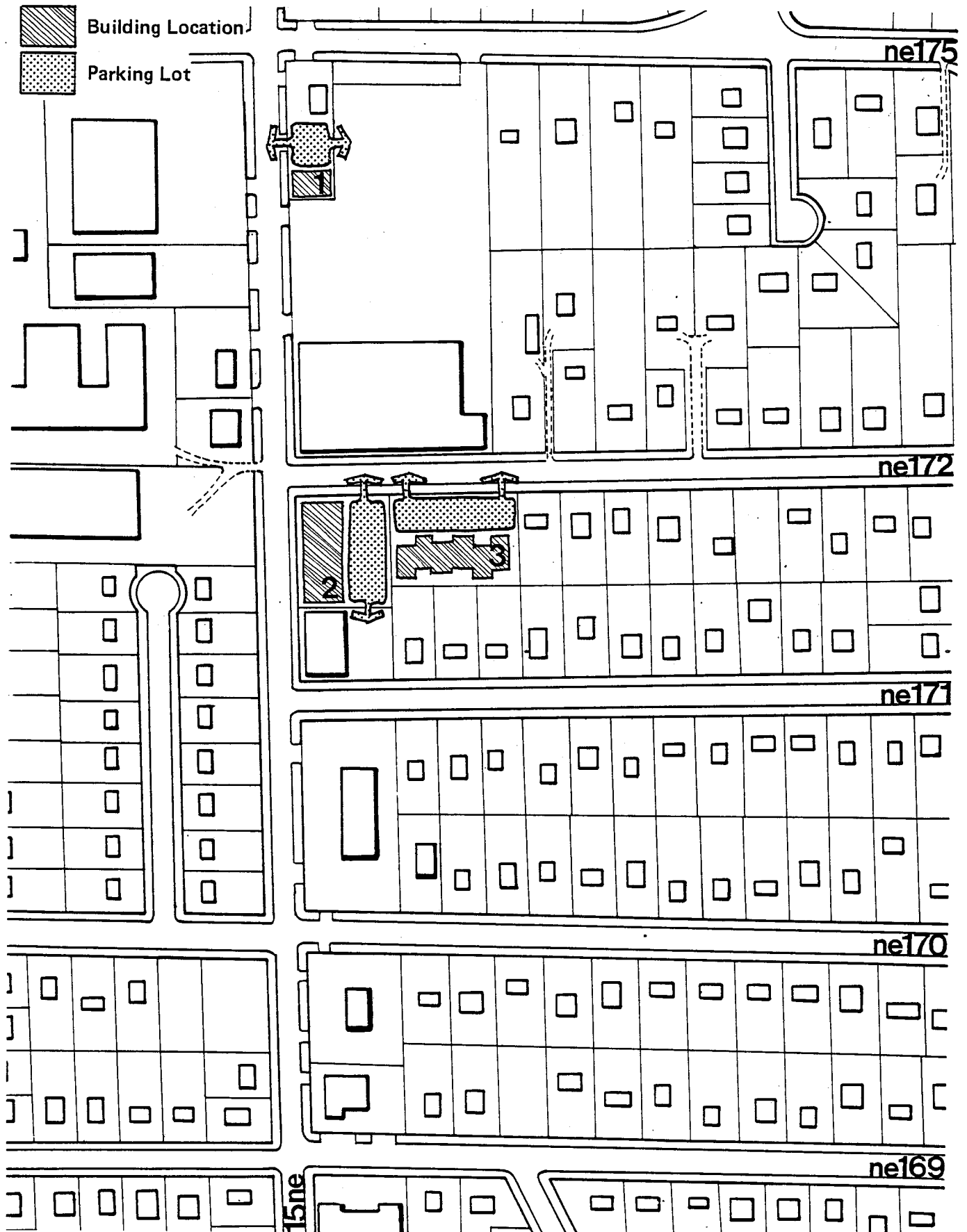
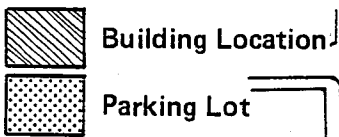
Property Group 2



Property Group 3

1. This small commercial building is shown occupying the south end of the site. Parking is located to the north, linking 15th Ave. NE with the supermarket parking lot. A single access point to 15th Ave. NE should be allowed.
2. This multi-family property lies directly north of an existing apartment building. Site organization should be similar with the building oriented to the west and parking to the rear. This parking area could be linked with that to the south, providing some additional circulation flexibility. One access point to NE 172nd St. should be allowed.
3. This multi-family property is shown with the parking adjacent to NE 172nd St. and the building to the south. Access should be limited to two points. As described previously, a landscaped berm between the parking area and the street would improve the appearance of the street edge. It would also provide a smooth transition to the single-family neighborhood to the east.

Property Group 3



Implementation

The future form of North City will be significantly affected by specific projects and by the actions of individual property owners. In some instances, property owners will bear the responsibility for voluntarily upgrading their property to the proposed development guidelines. In other cases, conformance to these guidelines would be required as a condition of site plan (building permit) review. Finally, improvement districts, require the cooperation and support of the property owners who desire these improvements.

An improved business district requires a dedicated coalition of property owners. It is their support, or lack of it, which will determine the future form of North City.

Projects, Priorities, Responsibilities and Costs

This section contains the estimated costs of the various capital projects and their relative priority. It also indicates responsibility for implementing these projects.

The varying availability of funding may affect the starting dates of these projects. For this reason, no time frame is indicated. The priority of each project is the key element.

Estimated costs are preliminary. As these projects near implementation a more detailed analysis of soils, drainage, specific design elements, required right-of-way, etc. would be done by the responsible agency. This additional information could change the scope of work and the project cost.

Capital Projects

1. Develop an improved sidewalk system along 15th Ave. NE from NE 170th St. to approximately NE 182nd St., if extended; and along NE 175th St. from 12th Ave. NE to approximately 16th Ave. NE, if extended; and along NE 177th St. from 15th Ave. NE to approximately 17th Ave. NE, if extended.
2. Define the northern, southern and western entrances to the business district at 15th Ave. NE and approximately NE 182nd St., if extended, 15th Ave. NE and NE 170th St., and at 12th Ave. NE and NE 175th St.
3. Develop a crosswalk at the intersection of NE 180th St. and 15th Ave. NE.

	PROJECT			resp.	est. cost	notes
	priority 1	priority 2	priority 3			
1 phase 1	●			KC DPW	\$175,000	Developed by King County Dept. of Public Works
1 phase 2		●		KC DPW Property Owners	\$ 195,000	Cost estimate is for restriping and tree planting within the street R.O.W., funded in part by an LID
2		●		KC DPW Property Owners	\$ 5,000	Cooperative project between King County and the local community
3			●	KC DPW	\$ 80,000	Developed by King County Dept. of Public Works

Community Action Plan

The major goal of this Development Guide is to improve the function and appearance of the North City business district. Capital projects and development guidelines are proposed to ultimately achieve this goal. However, this transformation will be gradual. Speeding up this process if desired, will require both an organized community coalition and a strategy for improvement.

THE COALITION

The community coalition is the key element. No project can succeed without a dedicated group willing to see a project through to completion. They act as facilitators and negotiators. Most important, they provide vitality and continuity when a project is between phases. Their commitment to a project often stimulates others into action.

In North City an ideal coalition would include three basic groups:

- o Business operators,
- o Property owners, and
- o Area residents.

Each of these groups bring different viewpoints and skills to community projects. Business operators understand how the district functions and how its quality affects their businesses. Property owners have an investment in the area and would incur some improvement costs. Their ability to finance a project often determines its scope. Residents of the area support the business district by shopping. They use the area extensively and often understand its needs as well as the business operator or property owner.

A STRATEGY FOR IMPROVEMENT

Once a coalition is formed, a planned approach is needed. Following is a suggested series of projects which should improve the appearance and mood of the area. It is not the only possibility. The first step by a coalition should be the development of a program for improvement which they can support.

The proposal below includes four elements, each building on the previous one. These elements are:

- o A neighborhood clean-up campaign possibly coinciding with "Earth Week",
- o Store front improvements and awning installations,
- o A sidewalk improvement and tree planting project, and
- o A neighborhood celebration.

A brief description of each element follows. If a coalition were to adopt these suggestions as their program, they would thoroughly review each step and add those details which would make the program a success.

NEIGHBORHOOD CLEANUP

A neighborhood clean-up campaign would be a good first step. It would give the coalition an opportunity to test their organizational skills without a large commitment of time or money. The coalition would be responsible for:

- o Informing area business people of the project and generating support,
- o Contacting civic groups for volunteers,
- o Providing for debris collection at the end of the day, and
- o Informing local papers of the project.

Each business operator would be responsible for cleaning up their own property. Litter collection, organizing outdoor storage, weeding landscaped areas and sweeping parking lots and sidewalks may be all that is needed. An improved community image is a likely result from this project.

STOREFRONT IMPROVEMENTS

The second step could be the organization of a storefront improvement project including the installation of new awnings over the sidewalk. Most buildings in the area are structurally sound. What they lack is a common identity or image which will appeal to shoppers. This can be accomplished through storefront improvements and the addition of a common style of awning to provide rain protection. The coalition would be responsible for:

- o Informing area business people of the project and generating support,
- o Selecting a suitable style or color of awning,
- o Encouraging storefront improvements,
- o Coordinating the timing of these improvements to give an image of "action", and
- o Informing local papers of the project.

Most storefronts are in good structural condition. What they need is some new paint and more attention to window displays. The dollar outlay for this would be relatively minor.

The awning installation is more involved. Awnings are not appropriate for some businesses such as gas stations. Other businesses already have good awnings, either temporary or permanent, which need not be replaced. However, several businesses could benefit from rain protection at their storefront. The coalition could encourage those businesses which would benefit most from this addition to participate. When this step is completed the business district will be well on its way to better appearance.

SIDEWALK IMPROVEMENTS

The third step in this proposal would involve some sidewalk improvements and a street tree planting program. This project is more complex and would require some decisions about the scope and form of the project. Basically, this project involves implementing Project 1, Phase 2. The coalition would be responsible for:

- o Determining which of the two methods proposed in Project 1, Phase 2 is to be used,
- o Organizing property owners to either plant trees on their property or participate in an LID for sidewalk widening,
- o Coordinating property owner participation with King County,
- o Monitoring progress, and
- o Informing local papers of the project.

As explained in the description of this project on page 25, a decision must be made about the scope of this improvement. One method depends on good voluntary efforts by property owners. The other will probably require a local improvement district (LID) to fund a portion of this project.

Whatever method is used, a sidewalk and street tree improvement would be very beneficial to the business district. When combined with the recommended capital projects, it will help unify the business district.

NEIGHBORHOOD CELEBRATION

If the first three steps are completed, a celebration would be in order. This could take the form of a parade or festival. It could be designed as a thank you to the businesses who participated, and to the surrounding neighborhoods that support the area with their shopping dollars. The coalition would be responsible for:

- o Determining the type of celebration,
- o Lining up participants,
- o Getting any necessary permits,
- o Cleaning up after the events, and
- o Informing local papers about the celebration.

This celebration would be a good opportunity to increase people's awareness of North City. It could become an annual spring or summer event, similar to those held in other business districts.

Planning Division

Harold Robertson, Manager

Linda Stalzer, Community Planning Section Chief

Graig Larsen, Principal Planner

Tom Olson, Economic Development Planner

Contributing Staff

Stephen Johnson, Production Supervisor

Eleanor Griffin, Office Technician

Marcia McNulty, Typesetter

Mildred Miller, Typesetter

Suchatri Yesuwan, Cartographer
