

## Few impacts from right-of-way acquisition

In the 145<sup>th</sup> to 165<sup>th</sup> Streets portion of the Aurora Corridor Project, no buildings will be impacted and no businesses will be relocated. What's more, the City will need to acquire only about 1/2 acre of right-of-way for the entire project, mostly in small pieces at intersections.

Improvements include adding a lane for business access and transit in both directions, maintaining two general-purpose lanes, both northbound and southbound, and improving intersections. To accomplish this, the City will need to acquire property along the corridor for roadway widening and sidewalks, and permanent easements for utilities, bus zones, signal equipment and other needs.

The City is committed to treating property owners and their tenants fairly, to minimize hardships and to seek cooperative settle-

ments for property acquisitions. To spell out how the City will handle this process, Shoreline adopted policies and procedures for acquiring right-of-way (ROW) that meet state and federal guidelines. When and if it's established that right-of-way and/or easements are needed for the project, a formal right of way acquisition process will be followed. Communication with potentially affected property and business owners will continue through the final design phase of the Aurora project.

A City representative will meet with property owners to discuss right-of-way and easement needs, along with other issues that may

### Green light *continued from cover*

Jepsen. "The redevelopment of Aurora Avenue is something our community has advocated for a long, long time. We are firmly committed

to moving forward with this project to bring much needed safety improvements to this road that runs through the center of our City."

The primary issue of the lawsuit was whether the City would be forced to develop project-level design for the entire corridor for environmental review before it could proceed with construction of the first mile beginning at the Shoreline City limits at 145th.

The judge had this to say: "The Project, in and of itself, will help relieve traffic congestion in the area, improve safety to motorists and pedestrians, improve stormwater treatment for existing runoff, as well as implement the appearance and distinguishing design features of a portion of Aurora Avenue for the benefit of the citizens of Shoreline."

"These benefits will also be provided with future Aurora construction projects, but these future projects are not needed to realize immediate benefit from the project."

involve property owners and tenants such as storm drainage, utilities, access, parking, landscaping, grading, signage and lighting. The price offered for property being acquired by the City for right-of-way is established by an appraisal. The appraiser's task is to determine "just compensation" for properties based on fair market value. For a copy of the Aurora Corridor Real Property Acquisition and Relocation Policy, Procedures and Guidelines, contact Project Manager Kirk McKinley at (206) 546-3901, or the Shoreline City Clerk's Office at (206) 546-5042.

## want more info?

### Give us a call

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### Write us a letter

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### Send an e-mail

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### Pick up a fact sheet

City Hall Annex  
1110 North 175th Street, Suite 107  
Shoreline, WA 98133

*Fact sheets are also on our Web site*

### Fact sheets available:

Project benefits  
Project funding  
Cultural resources  
Pedestrian safety and access benefits  
Traffic improvements  
Median width  
Street trees and landscaping  
Comparing SR-99: City of Shoreline vs. Snohomish County  
Right-of-way acquisition  
*Fact sheets on the benefits of urban landscaping provided by the University of Washington Center for Urban Horticulture*

### Visit Our Web Site

<http://www.cityofshoreline.com/cityhall/projects/aurora/index.cfm>

### Subscribe to Receive Email Updates

Visit the Web site above to sign up to receive project updates via email.

### Alternate Formats

If you need this newsletter in an accessible format, please call Communications Specialist Susan Will at (206) 546-8323.

# AURORA

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October 2003

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## "No Significant Environmental Impact" from Aurora Corridor project says FHWA

The Aurora Corridor Project passed a major milestone in August with environmental approval from the Federal Highway Administration (FHWA). The Find-

ing of No Significant Impact (FONSI) was issued after a review of a National Environmental Policy Act (NEPA) Environmental Assessment determined there were no significant environmental impacts from N. 145<sup>th</sup> to N. 165<sup>th</sup> Streets from the project.

"This was the last environmental hurdle the City had to clear and paves the way for moving forward on final design and right-of-way acquisition for the project," says Shoreline Mayor Scott Jepsen. With the signed FONSI, the City can continue with final design and prepare for construction.

"During final design we'll be working out the details and the community will be able to see how all the pieces fit together," Mayor Jepsen explains. "This is the phase where the importance of the '32 Points' and our City Council's emphasis on flexibility comes into play as we work with business owners on details about driveways, access

and parking."

The City has completed both the State Environmental Policy Act (SEPA) and NEPA environmental reviews. Last month, a King County Superior Court judge rejected an appeal of the state environmental review by the Shoreline Merchants Association (see related story).

*See Approval on next page*

## Aurora project gets green light

King County Superior Court Judge James Doerty rejected the Shoreline Merchants Association appeal of the Aurora Corridor project environmental review, effectively clearing the way for the design and redevelopment of Aurora Avenue from N. 145<sup>th</sup> to 165<sup>th</sup> Streets. In written Findings issued September 23, the judge dismissed the Shoreline Merchants Association's claims in their entirety.

"We are pleased that the court has affirmed our environmental review process and given the green light to this important project," said Shoreline Mayor Scott

*See Green Light on back page*

## Interurban Trail is under way



This summer the City of Shoreline began construction on its 3.25 mile section of the Interurban Trail. An Aug. 15 groundbreaking ceremony made it official and work is now under way on the South Section of the Trail from N. 145<sup>th</sup> to N. 155<sup>th</sup> Streets. Construction on this section is scheduled to be complete by the end of 2003.



Aurora Corridor Project  
17544 Midvale Avenue North  
Shoreline, WA 98133

PRSR STD  
US Postage  
PAID  
Seattle, WA  
Permit No. 6651



INSIDE:  
See new  
illustration  
of design

## Business Update

### What are the next steps for properties and businesses between N. 145<sup>th</sup> and 165<sup>th</sup> Streets?

During the next few months, staff and consultants will meet on-site with property and business owners to finalize driveway, landscaping and utility undergrounding plans and to discuss temporary or permanent easements. The next step is to work with property and business owners to acquire right-of-way (where necessary) and any easements. The City plans to finalize the design and right-of-way acquisition in mid-summer 2004 and advertise for construction bids in late fall.

### What are the next steps for properties and businesses between N. 165<sup>th</sup> and 205<sup>th</sup> Streets?

In early 2004, the environmental and preliminary design process will begin for the 165<sup>th</sup> to 205<sup>th</sup> Streets section. Several options will be evaluated and community input will be essential in developing the final design. The City anticipates that the environmental process may take up to two years (2004 to 2006) with another year or more for design and right-of-way. The earliest anticipated construction would begin in 2007 or 2008 depending on funding sources.

## Approval *continued from cover*

Work on final design drawings is under way with construction scheduled to begin in late 2004 or early 2005.

"Nearly 90 percent of this project is funded by state and federal money returning to Shoreline to improve the quality of life in our community," Mayor Jepsen said. "While we're looking forward to seeing construction begin, we're even more excited to see the completed project improve safety, traffic flow and the appearance of Aurora Avenue."

The FONSI and the SEPA Final Environmental Impact Statement (EIS) are available for review at Shoreline City Hall (17544 Midvale Ave. N.), Shoreline Library (342 NE 175<sup>th</sup> St.), and the Richmond Beach Library (19601 21<sup>st</sup> Ave. NW). Copies are also available for purchase at the City Clerk's office at City Hall.

## Next steps...

- City staff will continue meeting with business and property owners to develop details of the final design.
- Final design will be completed in 2004.
- Staff will develop a detailed construction schedule with construction set to begin in late 2004 or early 2005.

# the Design

While the City of Shoreline's vision is to improve the entire three miles of Aurora, its current project is the first mile between N. 145<sup>th</sup> and 165<sup>th</sup> Streets.

Modified Alternative A, which was adopted by the City Council in December 2002, includes three travel lanes in each direction (the curb lane in each direction is a business access/transit lane); a continuous seven-foot sidewalk with an adjacent four-foot amenity zone and six-inch curb;

### Design Features

- 7-foot sidewalks
- 4-foot amenity zone for bus stops, street and pedestrian lights, landscaping and pedestrian amenities such as benches and trash cans
- Business Access/Transit (BAT) lanes
- Continuous street lighting and pedestrian-level lighting at intersections
- Underground utilities
- Landscaping
- Bus zone enhancements
- Stormwater facilities and water quality treatment that meets or exceeds city, county and state requirements
- 750-foot average spacing for left/U-turns within raised medians
- New traffic signals/pedestrian crossings at 152<sup>nd</sup> and 165<sup>th</sup>
- Narrower sidewalks at five locations to avoid impacts to buildings

and a raised center median with left and U-turn pockets.

The design also includes seven northbound and seven southbound turn pockets on the average of every 750 feet. Where there are parking or building issues on bordering properties, the modified plan reduces the amenity zone and sidewalk widths to accommodate special needs. Examples of where there will be narrower sidewalks are in front of Care Plus, Seattle Ski and Shay's.

The N. 145<sup>th</sup> to 165<sup>th</sup> Streets portion of the project is 87 percent funded with federal, state and county grants and 13 percent funded with money that the City of Shoreline has set aside for the project.



Above is how Aurora Avenue North looks today and below is an illustration of the design for North 145<sup>th</sup> to 165<sup>th</sup> Streets.



## Flexibility and compromise part of the plan

Now that the Aurora Corridor North 145<sup>th</sup> to 165<sup>th</sup> Streets Project is in final design, the challenge will be to fit the broad design concepts to the actual foot by foot conditions on Aurora. Since the beginning of pre-design, the Shoreline City Council has been dedicated to having a plan for Aurora that was flexible enough to minimize impacts while accomplishing the goals of the project and meeting state requirements.

The design concept recommended by the Aurora Corridor Citizens Advisory Task Force (CATF) included a set of implementation principles called "The 32 Points." The 32 Points were established to address issues and concerns raised during the Aurora pre-design study at numerous public meetings, open houses and presentations at City Council meetings. One of the goals was to build flexibility into the design to minimize impacts to businesses by responding to the unique aspects of individual properties along Aurora, while maintaining a consistent standard for the project.

Since then, the City Council and staff continue to refine the design to minimize impacts and improve the project. Some of the changes and mitigation measures include:

- Reducing the overall sidewalk width from 8 to 7 feet. In addition, there are five locations where the sidewalk width will be further reduced to minimize impacts on existing businesses.
- Shifting the street alignment at several locations to minimize impacts on businesses. These shifts occur in the 145<sup>th</sup> to 147<sup>th</sup> vicinity and 155<sup>th</sup> and 160<sup>th</sup>.
- Washington State Department of Transportation (WSDOT) approved the City's request for reductions in the width of the outside lanes by one foot on each side, a reduction of one foot in the median, reductions in the angle of the corners and reductions in the length of left-turn pockets in some locations.
- WSDOT approved the City's request for more turn pockets to improve access to businesses.
- The project budget includes up to \$5,000 per property to pay for connection of underground utilities.
- Additional measures to improve storm water runoff detention and water quality.
- A program to monitor and mitigate neighborhood traffic spillover, should it occur during and after construction.

Installing oil and water separators at the intersections of 145<sup>th</sup> and 155<sup>th</sup> Streets.

The following special features are also part of the design: Intersections with audible pedestrian signals for

the sight impaired; in-sidewalk wheelchair detectors and pedestrian-friendly signals. Street lighting will be provided as well as the undergrounding of overhead utilities. New bus shelters will feature enhanced lighting, benches and trash receptacles.

As a result of the flexibility allowed by the 32 Points, there are no businesses or buildings that have to be dislocated, rebuilt or relocated. "The City Council, staff, and consultants have gone to extraordinary lengths to listen to and incorporate many of the suggestions by businesses and individuals to minimize the impacts to existing businesses on Aurora" according to Mayor Jepsen.

The Summary of CATF Recommendations and the "32 Points" are available on the City of Shoreline's Web Site at [www.cityofshoreline.com/cityhall/projects/aurora/index.cfm](http://www.cityofshoreline.com/cityhall/projects/aurora/index.cfm).

## Want to learn more?

If you would like to learn more about the Aurora Corridor or the Interurban Trail Projects, Project Manager Kirk McKinley and others from the City of Shoreline are available for question and answer sessions or presentations right in your own neighborhood. They are also available for presentations to civic and local groups.

Please contact Kirk McKinley at (206) 546-3901 to make arrangements.

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